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The China Mail
ESTABLISHED 1845
TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/6.

Dainty Eyeglasses
N. LAZARUS
Ophthalmic Optician
13, Queen's Road, Central.

No. 27,482 HONG KONG, THURSDAY, MAY 8, 1930. PRICE \$3.00 Per Month.

**BATTLE ROYAL AT
DOWNING STREET.**

EGYPTIANS UP AGAINST
BRITISH DIPLOMACY.

PREMIER AGITATED.

Rugby, Yesterday.
The negotiations with the
Egyptian delegation have con-
tinued all day since eight o'clock
this morning with an interrup-
tion only for lunch and dinner.
They are being resumed again at
nine o'clock this evening and a
session until the early hours of
to-morrow morning is probable.
A Cabinet meeting will be held to-
morrow morning, when the posi-
tion will come before the Minis-
ters.

Efforts are being made to
achieve some definite result to-
morrow. Mr. Henderson, the For-
eign Secretary, has postponed his
departure for Paris on the way to
Geneva from to-morrow morning
until the afternoon.

The actual situation is that the
matter of the Sudan is still un-
settled and is still under discus-
sion. At the same time, discus-
sion is continuing on other points,
such as question of troops in the
Canal Zone—points which have
been raised again since the Egyp-
tian courier arrived from Egypt
with the observations of the Cairo
Cabinet upon the references made
to them.—British Wireless Ser-
vice.

Another Report.

London, Yesterday.
Apparently a battle royal was
proceeding to-day from the res-
umption of the British and Egyp-
tian treaty negotiations at the un-
precedentedly early hour of eight
in the morning. It is believed
to have been over the question of
the Sudan, in connection with
which, partial agreement was
reached yesterday. There was a
very brief adjournment for lun-
cheon, prior to which, however,
Mr. Henderson left to attend a
Cabinet Council. Subsequently he
summoned Nahaas Pasha for a pri-
vate talk. Nahaas Pasha refused
to speak afterward, but looked
agitated. The plenary conference,
however, resumed at three o'clock
in the afternoon.

Delegates in Good Spirits.

London, Later.
The negotiations between Brit-
ain and Egypt have been ad-
vanced today to 3.15 p.m. The Egyp-
tian delegates drove off to their
hotel in good spirits. They are
re-assembling at the Foreign
Office at 11 p.m.—Reuter.

Empire Precautions.

The British Government's pro-
posals for a treaty governing the
relations between the Kingdom of
Egypt and the British Empire for
the next 25 years was published on
August 8, 1929.

The British Government, in the
preparation of the draft took up
the negotiations which have been
proceeding, with temporary setbacks,
with successive Egyptian Govern-
ments since 1922, when Britain, in
the famous Declaration, raised her
protectorate and recognised Egyp-
tian sovereignty subject to four re-
servations which were to form the
basis of a subsequent treaty.

These reservations envisaged an
agreement between the two coun-
tries on the maintenance of Empire
communications through the Suez
Canal, the subjects of defence, the
protection of foreign rights and per-
sons in Egypt, and the Government
of the Sudan, which was retrieved
from chaos by Britain at the end of
the last century and which has been
brought to a state of prosperity by
British capital and British adminis-
tration.

The draft treaty submitted to the
Egyptian Prime Minister (Mahmoud
Pasha) by the British Secretary of
State for Foreign Affairs (Mr. A.
Henderson), who state in August
that it is the limit to which Britain
can go in settling the outstanding
questions, is designed to protect
Britain on these points and to re-
spect the sovereign rights of Egypt.

The draft proposes a friendly al-
liance with support of the admis-
sion of Egypt to the League of Na-
tions. The withdrawal of British
troops to the canal zone is provided
with a defensive agreement between
the two countries. Any adminis-
trative advice necessary is to be
given by British subjects, and there
is to be an exchange of ambassadors.
At present the status of the Sudan
is to be unchanged. There is
provision for the jurisdiction of
mixed tribunals, over foreign in-
terests by agreement.

**OUR NEW
GOVERNOR.**

ARRANGEMENTS FOR HIS
RECEPTION.

IMPRESSIVE CEREMONIES.

Final arrangements for the re-
ception to be accorded to Sir
William Peel, K.B.E., Governor-
elect of the Colony, may now be
made, it is learned by the China
Mail, through the courtesy of the
Colonial Secretariat.

The P. & O. steamer Khiva, which
Sir William Peel is travelling, will
tie up at No. A1 buoy at nine o'clock
to-morrow morning. The Hon.
G. F. Hole (K.N.) in his official
capacity as Harbour Master, will
then call, taking out the Governor's
launch, Britannia.

An aircraft and destroyer escort
will meet s.s. Khiva inside ter-
ritorial waters.

Sir William Peel, after the visit
of the Harbour Master, will be
accorded a welcome to the Colony by
His Excellency the Officer Adminis-
tering the Government. The cere-
mony will take place at Queen's
Pier, and afterward the Doyen of
the Consular Body, Mr. M. J. Quist,
will greet Sir William Peel.

A gubernatorial Salute of 17
guns will be fired from H.M.S.
Tamar when Sir William lands on
the pier, and later, when he has
taken the oath as Governor, a fur-
ther Salute will be fired in his
honour.

The Royal Navy will form the
Guard of Honour at the Pier, and on
the left will be a detachment from
the 2nd Battalion, the Argyll
and Sutherland Highlanders.

After H.E. Sir William Peel has
been introduced to the Consular
Body, and members of the Legisla-
tive Council, the party will leave in
three cars.

Later, H.E. will be accorded a
welcome by the public at the City
Hall, where the official Address will
be read by the Hon. Mr. W. E. L.
Shenton.

The stage is reserved for Sir
William Peel and his party, H.E. the
Officer Administering the Govern-
ment and his party (including Lady
Peel and Mrs. Southern), the re-
presentatives of the Navy, Army,
and Royal Air Force, the Executive
and Legislative Council, the heads
of Government Departments, and
the Reception Committee.

The first two rows of the stalls
will be reserved for the members of
the Consular Body.

The first two rows of the dress
circle in the Hall will be reserved
for ladies.

The Reception Committee will
meet H.E. Sir Wm. Peel in the main
entrance Hall.

H.E. the Officer Administering
the Government will introduce H.E.
Sir William Peel to the mem-
bers of the Reception Com-
mittee, after which the Reception
Committee, accompanied by H.E.
Sir Wm. Peel and his party and
H.E. the Officer Administering the
Government and his party, will pro-
ceed to the stage, where they will
take up their seats.

On H.E. Sir Wm. Peel arriving at
his seat the band of the 3/15
Punjabis will play "God Save
The King."

Later, Sir William Peel will leave
for the Legislative Council Cham-
ber, where he will take the Oaths of
Office. A Guard of Honour of the
2nd Battalion, the Somerset Light
Infantry, will be drawn up on the
Volunteer Parade Ground.

After the inspection, Sir William
Peel will enter the Council; by the
North Entrance, and will be duly
sworn in as Governor and Com-
mander-in-Chief by the Chief
Justice, Sir Joseph Kemp, K.C.,
C.B.E.

Plans by the Broadcast Studio.

Arrangements are being made
for Z.B.W. to relay from the City
Hall to-morrow morning the
speeches and address on the oc-
casion of the welcome to His Ex-
cellency, Sir William Peel. The
morning transmission will com-
mence at 10 o'clock.

FISH FOR STARVING MAN?

That fish is not a food a really
starving man would take to was
the remark made by Mr. T. S.
Whyte-Smith at the Kowloon Ma-
gistracy this morning, when he
fined a Chinese, 82 years old, 85 or
seven days' jail in default for the
theft of two fish from a stall in
the Hungkong Market.
Divisional Inspector Stimson
said that the accused, after taking
the fish from the market, ran away.
The fish gave chase, during which
a Chinese sergeant saw the thief

NEPAL AND TIBET.

Temporary Lull in
Frontier War.

APPEAL TO CHINA.

Shanghai, Tuesday.

After a severe engagement with
the Tibetan troops, the Nepalese
have refrained from further pene-
tration, due to their ignorance of
the topography of the country. The
Tibetan troops, while waiting
for reinforcements, are still
guarding the various passes from
the slopes of impassable moun-
tains.

Five representatives from the
Shing province arrived on May
4 at Chungking, Szechuan, where
they requested General Liu
Hsiang to send reinforcements to
relieve the present critical situa-
tion.

NAVY LEAGUE — SEPOY FUND.

Eleventh List.

The following contributions
have been thankfully received—

Previously ac- knowledgeed	\$13,099	\$52-10-0
Officers, War- rant Officers, N.C. Co's. and other		
Ranks, Bel- tish Heavy Batteries and Hong Kong Singapore Brigade, R.A.	138.30	
Royal Artillery Ser gents Mess, Victoria N. L. H. R.	10	
Members of Police Recrea- tion Club	150	
Water Police (Extra Dona- tion)	5	
C. Franklin R.A.O.C.	10	
Parsons Zereas- trian (Charity Fund)	50	
"Dandy" Coon Concert (part proceeds)	40	
Java - China Japan Lijn	50	
Imperial Chemi- cal Industries (China) Ltd.	100	
Prison Officers and Members, Officers' Mess (per kind favour of Mr. J. W. Frank)	100	
"D.M." per kind favour of the New paper Enterprise, Ltd.	5	
Ser gents Mess, 2nd K.O.S.B.	32	
Thos. Cook and Son, Ltd.	25	
Mons. Dufau dela Prade, Consul for France	25	
Members and Friends, Gar- rison & Ser- geants' Mess	32	
Caliban	10	
George Grimble Mess, 6 B.C.B.	25	
Craigsgower Crick Club	35	
Members, Can- ton Club	70	
Members, R.E.W.O. & Ser gents' Mess	37	
Members, Foo- chow Club	186.78	
British Com- munity, Swat- ow (per kind favour of H.M. Consul —Mr. A. C. Major)	200	
	\$14,395.03	\$52-10-0

W. A. DOWLEY,

Hon. Treasurer.

The donations from Swatow
and Foochow are much appre-
ciated, showing the practical
sympathy evinced by residents
of outposts. The Navy
League will hold a Committee
meeting on Wednesday next to
consider the allocation of the
sum raised. There is still
time for anyone desiring to
send in contributions.

tion of Tibet, on the ground that
the relations between Szechuan
and Tibet are as lips to the teeth
and that, therefore, the defeat of
the latter will also affect the for-
mer.—Canton News Agency.

take a pen knife out of his pocket
and inflict two cuts on his head.
At the Police Station, however,
the man, whose head was bleeding,
said that he had been deliberately
push over by the complainants in
the chase.

The accused stated that he stole
the fish because he was hungry.

**INDIA'S HOUR OF
TRIAL.**

THREE HUNDRED KILLED IN
RIOTS.

MOSLEM WISE.

CONFIDENCE IN THE
VICEROY.

Simla, Yesterday.

An account of yesterday's Delhi
disturbances received at official
quarters indicates that the Hindu
and Mahomedan killed number
about 300. Of the injured 10 are
in a dangerous condition, whilst
two have died in hospital. The
city to-day was quiet.

Confidence in Viceroy.

A statement on the position in
India made by Capt. Wedgwood
Benn in the House of Commons
in reply to Mr. Stanley Baldwin
quoted at length official reports
and pointed out that except in
parts of the Bombay Presidency
and one district on the north-
west frontier, the rural areas
were unaffected by disturbances.
Moreover, the Moslem community
had generally held aloof from the
civil disobedience campaign and
the two recent labour disputes had
ended. He paid tributes to the
officers and men at present engaged
in the very difficult duties, and
concluded by the expression that
the confidence held by the Govern-
ment in the Viceroy was shared
by the House. (Cheers).—
Reuter.

Situation in Hand.

Rugby, Yesterday.
Questioned in the House of
Commons regarding the situation
in India, Capt. Wedgwood Benn,
Secretary for India, read a large
number of telegrams received
from India. The latest news
from the Punjab related to Sun-
day and Monday, when all was
quiet except for a partial hartal
in consequence of Gandhi's arrest.
At Lahore, a European Sergeant
and a picket, who were sent to
prevent interference with the
light railway, were surrounded
by a large crowd, but fought their
way out. An Inspector and Ser-
geant had to fire 15 rounds, but
no casualties were reported. The
situation was now in hand.

Another telegram received
stated the necessity for the Police
Superintendent to fire seven
rounds at a crowd, and it was be-
lieved that the ring-leader was
hit. The Railway Police Station
was reported to have been entered
by 500 volunteers.

A telegram from Bengal this
morning reported that all was
quiet on the Hoogli and at
Howrah.

At Chitragong four raiders were
stated to have been killed. That,
he thought, referred to the raid
a few days ago. A message from
the Chief Commissioner dealt
with Tuesday's disorders at Delhi
in one of which the demonstra-
tions wrecked a train in which the
Deputy Commissioner and Super-
intendent of Police were travel-
ling, and other casualties are not
yet known, although it was re-
ported that 30 or 40 had reached the
service station of the hospital.

Quiet in Bombay.

The latest report from Bombay
dated yesterday states that, gen-
erally speaking, the situation was
still quiet following the arrest of
Gandhi. A hartal meeting held in
Bombay was conducted peacefully.
The hartal started on Mon-
day and continued on Tuesday.
In the mill areas, although the
mills are more or less quiet, 60
per cent. of the workers were at
work. Troops continued to be
held in readiness. In Surat
the situation was quiet, and
some shops were open.
A message this morn-
ing stated that, according to
reports received, no disturbances
had occurred on Wednesday or
Thursday.—British Wireless Ser-
vice.

"Freedom This Time."

Bombay, Yesterday.
"As long as we don't baffle, or
irritate the Government, we are
wasting our lives. We must get
freedom this time," declared the
ex-Speaker, Mr. Patel, addressing
a huge open air meeting here. He
appealed to his hearers to pursue
the social boycott of officials, not
to pay land revenue, "fight the
Government on all fronts."

Surat, Yesterday.
Civil resisters have definitely
decided to march to Dharasan
and carry out the raid on the salt

BOGUS MASTERPIECE.

Painter's Grandson on
Grave Charge.

SPURIOUS MILLETS.

Paris, Yesterday.

Jean Charles Millet, (grandson
of the famous landscape painter,
Jean Francois Millet) and his
friend Cazeau, have been arrest-
ed in connection with the great
picture forgeries scandal. Millet
and Cazeau are alleged to have
sold to a British customer a num-
ber of pictures purporting to be
the work of Jean Francois Millet,
but really painted by Cazeau. Ac-
cording to the newspapers, one of
the spurious Millets, "The Hay-
makers," is in Scotland's Nation-
al Gallery in Edinburgh.—Reuter.

OVERCAST.

To-day's weather report
from the Royal Observatory
states—

The anti-cyclone is central
to the South of Tokyo.
Depressions have formed
over N. China and Indo China.
Forecast—E. winds; moder-
ate; generally overcast,
with rain.

Rainfall
Rainfall to 10 a.m. to-day
1.02 inch. Rainfall since Janu-
ary 1, 14.36 inches against an
average of 18.67 inches.
Temperature and Humidity
The temperature and humid-
ity at certain specified centres
this morning at 6 o'clock
were—

	Temp.	Humid.
Hong Kong	75	98
Macao	76	98
Pratas Island	80	87
Manila	78	89
Amoy	71	95
Swatow	73	91
Chefoo	62	77
Shanghai	61	89

AMBULANCE MEN USEFUL.

With the assistance of three
members of the St. John Ambu-
lance Brigade, two Chinese, of 958,
Canton Road, managed to capture
another man who had been seen
wearing a jacket, which was the
property of one of the pursuers.

It was also found that the thief
had stolen an opium pipe, valued
at \$30. On his appearance before
Mr. T. S. Whyte-Smith at the Kow-
loon Magistracy this morning, he
was sentenced to two months' hard
labour.

His Worship remarked that the
Ambulance men seemed to have
been very useful.

depot (planned by Gandhi prior
to his arrest).—

Calcutta, Yesterday.
Howrah and other suburbs of
Calcutta have resumed their nor-
mal appearance. Shops and
markets are now open as usual.—
Reuter.

Earlier News.

Bombay, Yesterday.
"The Speaker has resigned,
perhaps to find a pension and a
peerage in His Majesty's jail,"
was the jocular remark of the
ex-Speaker, Mr. Patel, when ad-
dressing a crowd on his arrival
from Calcutta, amid scenes of
great enthusiasm.

Mr. Patel urged non-violence
in carrying out the programme
which will be framed at a meet-
ing of the National Congress
working committee at Ahmedabad
on May 12.

Mr. Patel told Reuter's repre-
sentative that he considered a
boycott of British goods in gen-
eral, and all foreign cloth in par-
ticular, was the most important
section of the programme.

British troops have been with-
drawn from the mill area and
elsewhere.

This is regarded as indicating
that the situation has improved.
The cotton mills generally are
working with full complements.

Osaka, Yesterday.
The Japanese are showing in-
creasing concern over the news
from India, which is being given
prominence by the newspapers.

The silk concerns of Yokonama
are worried because of the can-
cellation of orders.

Indian residents in Kobe ap-
pear to be greatly exercised over
the arrest of Gandhi. Their
offices and shops were closed for
a day, and they are holding a
meeting this evening.—Reuter.

**TIENTSIN TO BE IN THE
WAR ZONE?**

PLANS FOR HOSTILITIES BY
YEN AND FENG.

SEVERE FIGHTING.

Peking, Tuesday.

After having met and conferred
with each other at Changteh on
the Ping-Han line, Yen Hsi-shan
and Feng Yu-hsiang have drawn
up the following military plans:—
The Shansi forces are to attack
the Tientsin-Pukow line; the Ku-
minchun to capture the Ping-Han
line; the doubtful troops of the
rebels, to undertake the front
column on the Lung-Hai line. It
was decided that hostilities are to
be opened simultaneously on the
above three lines.

Yen Hsi-shan and Feng Yu-
hsiang arrived on May 3 at Cheng-
chow, where a final military con-
clave will be called. Shih Yu-san,
Sun Tien-ying, Wan Tsin-tsai,
and other Generals of the allied
forces have been notified accord-
ingly to proceed to Chengchow.
After the meeting, Yen will return
to Taiyuan, leaving the military
affairs in the hands of Feng Yu-
hsiang. This will be followed by
the issue of the order for a gen-
eral offensive against the National
forces, together with the mani-
festo to the soldiers and people,
and the notification to the for-
eign Diplomatic Body.

Skirmishes at Lung-Hai.

After making severe charges on
May 2 and May 3, aiming at the
capture of Sikshan on the Lung-
Hai line, resulting in heavy casu-
alties, the rebels under Wan Tsin-
tsai retreated to Kweichow on May
4, and consequently fighting was
suspended on May 5 along the line.

Shih Yu-san is reported to have
arrived at Tehchow, where he
has established a new Shantung
Provincial Government. Tehchow
was first taken by the Shansi
troops under Li Sang-tai, who
upon Shih's arrival, withdrew to
the Shantung-Hopei border.

The rebels under Shih Yu-sah,
who threatened Chia Hsiang and
Chaucheng were repelled by the
National troops under Han Fu-
chu.

According to General Chen
Tiao-yuan, the rebels invading
Shantung at present consist of
one division under Shih Yu-san
and two regiments of Shan forces,
against whom the Shantung loyal
forces are in a position to deal
effectively.

The bridge at Luho on the
Ping-Han line, which was destroy-
ed some time ago, has been com-
pletely repaired. Acting under
instructions, the National forces
are pushing northward along the
line. It is understood that Gen-
erals Chiang Ting-wan and Wang
Chin-yu proceeded to Luho on the
6th and that General Ho Ching-
chun will shortly leave for the
front personally to direct opera-
tions.

Address by Chiang Kai-shek.
Marshal Chiang Kai-shek in-
spected the 1st Training Division
at the Nanking Aerodrome on
May 5. After the inspection, the
ceremony for the taking of the
oath of loyalty by the troops and
officers took place. This was fol-
lowed by the President giving a
brief but stirring address in which
he called attention to the sedi-
tious actions of Yen Hsi-shan and
Feng Yu-hsiang against the Ku-
mintang and Government, and to
the mobilisation of their troops to
undermine the Revolution. In
order to further the late leader's
earnest desire for the peaceful re-
construction of the country, the
National Government was now
forced to resort to arms to exter-
minate the rebellious elements, in
the end that the country might
gain prosperity and the people
happiness.

"I call upon you — Revolu-
tionary soldiers and officers,"
appealed the President, "for the
supreme sacrifice, for great
and strenuous efforts on your
part, so that our country may
attain a genuine unification,
thereby exemplifying the spirit
of the Revolution!"
A contingent of the 2nd Train-
ing Division has arrived at Feng

**PREJUDICES LOSE
JUDGE A JOB.**

"NOT FIT TO SIT IN THE
HIGHEST COURT."

ANTI-NEGRO COMPLEX.

Washington, Yesterday.

The Senate, after an angry de-
bate, rejected by 41 votes to 81
the appointment of Judge J. J.
Parker as Associate Judge of the
Supreme Court. The Judge's op-
ponents urged that he was unfit
to sit in the highest court, owing
to his hostile attitude toward or-
ganised labour and negroes. This
is the first nomination to the
Supreme Court to be rejected for
nearly 40 years.—Reuter's
American Service.

The 1st Training Division
which has been despatched to
Hsuehchow is expected to arrive at
its destination shortly.

Marshal Chiang will soon pro-
ceed to the frontier of the Tsin-
pu line and it is said that the
order of general offensive will be
issued on May 11 or 12.

General Yang Yu-cheng report-
ed on May 5 the recapture of
Neihsiang, in the south-west of
Honan, and that the enemy had
retreated toward Chingtzekuan
Pass.

Yen Hsi-shan.

Peking, Tuesday.
Interviewed, Yen Hsi-shan
states that all matters pertaining
to Party affairs will be left to the
direction of the Party members,
with no interference on his part,
and that the organisation of the
new Government still requires de-
liberation. His present trip to
meet Feng Yu-hsiang deals, how-
ever, exclusively with military
problems, such as the solution of
military expenditure, general
troop movements and kindred
matters.

Rewards for Rebels.

The Nanking General Head-
quarters have formulated the fol-
lowing regulations to govern the
treatment of rebel troops who
surrender themselves to the Na-
tional forces. The Political De-
partment has been instructed to
print these regulations in pam-
phlet form for distribution by
planes at the front.

Officers who lead their troops to
surrender will be promoted to one
rank higher and also given a
bonus, equivalent to a month's
pay.

Privates and non-commissioned
officers who surrender with their
arms and ammunition will be
given a reward of \$20 each.
Those who surrender without
arms and ammunition will be
given one month's pay.

Officers or men who surrender
with machine-guns will receive
\$500 for each piece. Those who
surrender with cannon, irrespec-
tive of rank, will be given a re-
ward of \$1,000 for each piece.—
Canton News Agency.

Other News.

Nanking, Yesterday.
On the eve of their departure
for the Lung-Hai front, the
officers of the newly-organised
first training division were given
a dinner by Chiang Kai-shek, the
guests including Messrs. Hu Han-
min and T. V. Soong and Madame
Chiang Kai-shek. The latter
presented gifts to each officer.

According to the new regula-
tions, any rebel officer who joins
the Government with his entire
command will be promoted one
rank, while cash awards will be
granted his soldiers individually.
Handbills announcing these re-
gulations are being distributed
by Government planes over the
enemy camps.—Reuter.

Shanghai, Yesterday.

It is

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Paid-up Capital \$25,000,000
Reserve Fund \$25,000,000
Surplus \$25,000,000
Total Assets \$100,000,000

HEAD OFFICE: HONG KONG

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Current Accounts opened in Local Currency
and Fixed Deposits received for one year or
three periods in Local Currency and Sterling
at rates which will be quoted on application.
Hong Kong, 6th April, 1930.

HONG KONG SAVINGS BANK.

The business of the above bank is confined
to the Hong Kong and Shanghai
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issued on application.
FOR THE HONG KONG & SHANGHAI
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MAATSCHAPPIJ, N.V.

(NEDERLANDSE TRADING SOCIETY)
BANKERS
Established 1874
Head Office: 111 Queen's Road Central,
Hong Kong.

Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Fund \$5,000,000
Surplus \$5,000,000

HEAD OFFICE: (AMSTERDAM)

BRANCHES:
Batavia, Bencoolen, Bontoe, Borneo,
Calcutta, Canton, Cebu, Hong Kong,
Kobe, London, Lyons, Manila, Peking,
Rangoon, Shanghai, Singapore, Sourabaya,
Tientsin, Yokohama

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 75,000,000.00
Paid-up Capital Frs. 37,500,000.00
Reserve Funds Frs. 102,000,000.00

BRANCHES:
Bangkok, Hong Kong, Kanton,
Peking, Shanghai, Singapore,
Sourabaya, Tientsin, Yokohama

IN FRANCE: Comptoir National
d'Escompte de Paris, Credit Lyonnais,
Banque de Paris et des Pays-Bas,
Credit Industriel et Commercial, So-
ciete Generale.

IN LONDON: The National Pro-
vincial & Union Bank of England,
Ltd.; Comptoir National d'Escompte
de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan &
Co.; French American Bank Cor-
poration; Guaranty Trust Co. of New
York.

Interest allowed on Current Ac-
counts and Fixed Deposits according
to arrangements.
Every description of Banking and
Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT,
Manager.

Hong Kong, 1st May, 1929.

THE YOKOHAMA SPECIE BANK,
LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund Yen 111,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:
Alexandria, Batavia, Bencoolen, Borneo,
Calcutta, Canton, Cebu, Hong Kong,
Kobe, London, Lyons, Manila, Peking,
Rangoon, Shanghai, Singapore, Sourabaya,
Tientsin, Yokohama

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £2,000,000

Reserve Fund £2,000,000

Total Assets £4,000,000

A. H. FERGUSON, Manager.

Hong Kong, 8th January, 1929.

THE HO HONG BANK, LTD.

(Established 1917)

CAPITAL

Authorized \$20,000,000

Paid-up \$10,000,000

Reserve \$10,000,000

Surplus \$10,000,000

HEAD OFFICE: SINGAPORE.

Branches, Agencies and Correspondents
in the principal cities of the world.Every description of Banking and
Exchange business transacted.

TAN ENG HOOL, Manager.

Hong Kong, 15th May, 1929.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO)

HEAD OFFICE: Taipei, Formosa.

Incorporated by Special Imperial
Charter, 1899.

Authorized Capital \$10,000,000

Paid-up Capital \$5,000,000

Reserve Fund \$5,000,000

Surplus \$5,000,000

HEAD OFFICE: (AMSTERDAM)

BRANCHES:
Batavia, Bencoolen, Bontoe, Borneo,
Calcutta, Canton, Cebu, Hong Kong,
Kobe, London, Lyons, Manila, Peking,
Rangoon, Shanghai, Singapore, Sourabaya,
Tientsin, Yokohama
J. These offices have and deposit books for let.
Leases, Bankers' and Foreign Bank Ltd.
Correspondence all over the world.
Exchange business of every
description transacted.

A. N. T. K. K. K. K. K. K.

Hong Kong, 6th April, 1930.

THE BANK OF CANTON, LTD.

Established 1912.

Head Office: Hong Kong.

Authorized Capital (H.K. Currency) \$11,000,000

Paid-up Capital \$5,500,000

Reserve Fund \$5,500,000

Surplus \$5,500,000

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.Owing to our numerous branches in
China and large connections in the
important commercial centres of the
world, we are able to extend to our
clients special facilities for domestic
and foreign banking and exchange.
We also handle the issue of Bonds
and other Public Funds of the Chinese
Government, both at home and abroad.

SHOU J. CHEN, Manager.

Hong Kong, 5th March, 1930.

KASHMIR SILK STORE

EXCLUSIVE STOCKS

SILK

SILK GOODS

Opposite Queen's Theatre

HONG KONG, 10th March, 1930.

COMMERCE
AND
FINANCE

CHINA'S EXPORTS.

Hit by Legal and Illegal Taxation.

In a recent letter to the North

China Daily News, a correspon-

dent sets out the taxation which

he had to pay both in Tientsin

and Shanghai on a carpet manu-

factured in Tientsin and sent to

Shanghai. The value of the car-

pet was approximately \$800 and

his taxes amounted to over \$61.

This fact helps to throw light on

the heavy liabilities from which

the export trade of China suffers.

It is, of course, an axiom in all

countries that exports must pay

for imports, but the present sys-

tem so far from encouraging ex-

ports puts the most serious diffi-

culties in their way.

When the new Customs treaties

between China and a number of

the Powers were signed at the

end of 1928, Dr. C. T. Wang, the

Chinese Foreign Minister, gave a

written assurance to the British

Minister in China that the Chi-

nese Government intended to

abolish likin, coast trade duties,

and similar internal taxation that

restricted trade. Some likin stations

have been abolished, but in

the main it is safe to say that no

serious attempt has yet been

made to fulfil this pledge which,

of course, by the "most favoured

nation" clause, applied to all

nations that signed the new

treaties. How the taxation hurts

exports will partly be shown by

this article.

The Promised Abolition.

Thus we have been able to see

some statistics which were pre-

pared for exporters of eggs—a very

extensive business at the present

time—and the position thus ex-

posed shows rather an alarming state

of affairs, in so far as the taxes

—legal and otherwise—can be

taken, in a general sense as far

as percentages are concerned, to

apply to all export commodities.

In going through this document

we see that in addition to "legal

taxes" there are numerous ob-

structions to successful business.

The word "obstructions" is used

advisedly inasmuch as the export-

er, or rather the Chinese middle-

man or dealer who supplies the

exporter, never knows exactly

what his laid down cost in Shang-

hai, or, in fact, in any other port,

is going to be.

Going through the list at ran-

dom it is possible to pick out the

following under the head of "il-

legal taxes": Kiangsi Provincial

Government surtax, charitable

surtax, revenue stamp, Shanghai

likin, railway likin, Fengyang-

kuan likin, T.P.R. likin, S.N.R.

likin, school tax, produce tax, ex-

port fee en route, police tax, Ku-

tang likin, local produce tax and

Tashukuan likin.

It is also to be noted that these

illegal taxes vary according to

district and, what is more signi-

ficant, vary according to the sea-

son, i.e., when produce is plenti-

counteracted by the following ille-

gal taxes:

Fengyangkuan likin \$0.90

T.P.R. likin18

S.N.R. likin36

Shanghai likin07

Total \$1.51

Percentage: Spring 7.5 per cent.

Autumn 6.1 per cent.

There are many districts quoted

in the report but the foregoing

statistics are sufficient to show

that taxation on exports varies all

over China according to the par-

ticular wants of the administration

authorities in the various areas.

It is not possible to obtain the

various taxes (illegal and other-

wise) on the many other articles

of export produce, for local for-

eign merchants do not actually

know but it is a fact that the taxes

are levied on about the same basis

—varying according to the district

and the position obtaining at the

various periods.

Tientsin Position.

A recent arrival from Tientsin

told the writer that thousands of

tons of export produce are lying

on the wharves and open spaces

due to the complete inability of

exporters to pay the illegal and

unreasonable export taxes deman-

ded. As much as eight per cent. is

demanded in some cases which on

the articles concerned puts busi-

ness with foreign countries out of

the question. There are many

other mushroom taxes. Boarding

house owners were recently visit-

ed by Chinese officials and compe-

lled to pay a tax of ten cents a meal

in respect of all boarders. Those

boarding house keepers, however,

who are protected by extraterri-

toriality, so far have been able to

avoid these additional illegal taxes.

The General Position.

Referring to the general export

position; as exchange place itself

in a favourable position for ex-

port (as far as importation into

foreign countries is concerned) so,

of course, Chinese holders raise

their asking prices. There is,

however, nothing remarkable about

this for it has always been the

case, but it would seem that those

authorities responsible for illegal

taxation keep as close an eye on

the exchange position as the Chi-

nese merchants and levy according

to the probabilities of the profit

secured. The result is a natural

one. Reference to our weekly pro-

duce reports for many months past

will show that "nothing doing" has

been reported in various forms.

With the increased taxation, high

cost of living for those in the pro-

ducing and collecting centres, and

the non-ending civil wars, Chinese

producers who were formerly pro-

sperous and in a comfortable posi-

tion have gradually been squeezed

out of business.

PROSPEROUS YEAR.

Harland and Wolff

Accounts.

Harland and Wolff's report for

1929 is the best that has been issued

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

		May 2, June, June,				May 2, June, June,			
		1930. 1918. 1914.				1930. 1918. 1914.			
		Cts. Cts. Cts.				Cts. Cts. Cts.			
Butcher Meat.									
Beef Sirloin	牛尾肥	lb.	30	24	12				
" Prime Cut	牛尾肥	lb.	30	28	11				
" Corned	咸牛肉	lb.	23	12					
" Roast	咸牛肉	lb.	30	24	12				
" Breast	咸牛肉	lb.	27	20	18				
" Soup	汤牛肉	lb.	24	20	18				
" Steak	汤牛肉	lb.	30	24	12				
" Steak Sirloin	汤牛肉	lb.	44	30	35				
" Sausages	汤牛肉	lb.	38	25	20				
Bullock's Brains	牛脑	per set	15	10	12				
" Tongue, fresh	牛舌	each	65	60	60				
" Tongue, corned	牛舌	each	60	60	60				
" Head	牛头	each	1.40	1.20					
" Heart	牛心	lb.	24	18	14				
" Hump, Salt	牛心	lb.	30	20	18				
" Feet	牛脚	each	12	10	12				
" Kidneys	牛腰	each	15	10	12				
" Tail	牛尾	each	25	20	22				
" Liver	牛肝	lb.	24	13	14				
" Tripe	牛肚	lb.	10	6	7				
Calves' Head & Feet	牛头脚	set	1.20	1.00	1.00				
Mutton Chop	羊排	lb.	30	25	—				
" Leg	羊排	lb.	30	25	—				
" Shoulder	羊排	lb.	30	24	—				
" Saddle	羊排	lb.	28	—	—				
Pig's Chillings	猪排	Per set	3	—	27				
" Brains	猪脑	Per set	3	—	12				
" Feet	猪脚	lb.	18	15	—				
" Fry	猪排	lb.	23	15	13				
" Head	猪头	lb.	18	20	—				
" Heart	猪心	each	15	10	10				
" Kidneys	猪腰	each	13	10	3				
" Liver	猪肝	lb.	45	30	24				
" Leg	猪排	lb.	38	25	23				
" Chop	猪排	lb.	38	—	—				
" Loin	猪排	lb.	42	60	70				
" Fat or Lard	猪油	lb.	22	21	—				
Sheep's Head & Feet	羊头脚	per set	80	60	70				
" Heart	羊心	each	10	8	7				
" Kidneys	羊腰	each	15	12	10				
" Liver	羊肝	lb.	40	26	25				
" Lard	羊油	lb.	25	25	22				
" Mutton	羊排	lb.	30	20	18				
" Beef	牛肉	lb.	28	25	23				
" Mutton	羊排	lb.	30	20	20				
" Sausages	羊排	lb.	28	—	—				
" No. 1.	羊排	lb.	32	—	—				
Fish.									
Carbel	鳕鱼	lb.	36	16	24				
ream	鳕鱼	lb.	32	20	16				
Canton Fresh Water	淡水鱼	lb.	34	—	—				
" Fish	淡水鱼	lb.	32	13	16				
arp	鳕鱼	lb.	30	10	27				
atfish	鳕鱼	lb.	31	12	9				
odfish	鳕鱼	lb.	36	16	17				
grabs	鳕鱼	lb.	32	23	26				
ttle Fish	鳕鱼	lb.	35	16	27				
ace	鳕鱼	lb.	38	23	16				
og Fish	鳕鱼	lb.	20	20	—				
els, Conger	鳕鱼	lb.	32	10	8				
" Fresh Water	淡水鱼	lb.	36	16	—				
" Yellow	鳕鱼	lb.	40	10	8				
rogs	鳕鱼	lb.	75	26	30				
caroupa	鳕鱼	lb.	65	32	25				
ndreon	鳕鱼	lb.	34	40	30				
errings	鳕鱼	lb.	30	22	18				
alibut	鳕鱼	lb.	31	13	23				
abrubs	鳕鱼	lb.	84	18	15				
asch	鳕鱼	lb.	60	32	13				
obsters	鳕鱼	lb.	50	22	24				
ackeler	鳕鱼	lb.	31	32	21				
onk Fish	鳕鱼	lb.	35	20	20				
ullet	鳕鱼	lb.	32	13	2				
ysars	鳕鱼	lb.	40	12	2				
erchot Fish	鳕鱼	lb.	32	14	9				
erch	鳕鱼	lb.	32	20	15				
ike	鳕鱼	lb.	35	16	9				
iaice	鳕鱼	lb.	40	26	29				
omfret, White	鳕鱼	lb.	40	36	30				
omfret, Black	鳕鱼	lb.	36	36	45				
rawns	鳕鱼	lb.	70	10	14				
ay	鳕鱼	lb.	20	10	14				
ock Fish	鳕鱼	lb.	35	13	18				
asch	鳕鱼	lb.	35	22	10				
almon	鳕鱼	lb.	45	86	30				
ark	鳕鱼	lb.	21	8	10				
rimps	鳕鱼	lb.	20	10	10				
aspper	鳕鱼	lb.	50	32	80				
les	鳕鱼	lb.	45	28	23				
enish	鳕鱼	lb.	35	22	38				
utbot	鳕鱼	lb.	32	26	85				
lites, small, fr. water	鳕鱼	lb.	32	18	12				
	鳕鱼	lb.	1.10	40	—				
Poultry.									
Chicken	鸡	lb.	60	30	31				
Capons, Small	鸡	lb.	48	28	30				
Capons, Large	鸡	lb.	55	28	30				
Duck	鸭	lb.	40	22	21				
Doves	鸽	each	22	21	—				
Eggs, Hen (cooking)	鸡蛋	per doz.	40	18	—				
Eggs, Hen (fresh)	鸡蛋	per doz.	55	25	20				
Fowls, Canton	鸡	lb.	94	30	24				
Fowls, Hainan	鸡	lb.	45	35	24				
Geese	鹅	lb.	48	24	24				
Pigeons, Canton	鸽	each	50	80	—				
" Hothaw	鸽	lb.	38	28	—				
Turkeys, Cook	火鸡	lb.	75	—	—				
Turkeys, Hen	火鸡	lb.	60	61	45				
Snipe	沙鸟	lb.	30	—	—				
Phasant	沙鸟	pair	1.80	—	—				
Quail	沙鸟	each	32	—	—				
Partridges	沙鸟	each	32	—	—				
Fruits.									
Almonds	杏仁	lb.	64	35	—				
Apples (California)	金山苹果	lb.	22	24	—				
Bananas (bride's)	金山香蕉	lb.	8	4	—				
Caranbola	杨桃	each	12	—	—				
Coconuts	椰子	each	13	10	10				
Lemons, China	柠檬	lb.	15	25	30				
Lemons (American)	金山柠檬	each	10	8	—				
Lichees, Dried	荔枝干	lb.	40	25	30				
Oranges (Canton)	新会甜橙	lb.	18	—	—				
Oranges	橙	lb.	25	—	15				
Pears (Canton)	沙梨	lb.	18	—	—				
Peanuts	花生	lb.	12	10	12				
Persimmons, Large	红柿	lb.	12	—	—				
Plantain	大蕉	each	5	8	—				
Pumelo, Siam	大蕉	each	18	12	6				
Walnuts	核桃	lb.	16	—	16				
Grapes	葡萄	lb.	—	—	—				
Vegetables, &c.									
Artichokes	笋	each	10	—	2				
Beans, Sprout	豆苗	lb.	6	—	7				
" Long	豆苗	lb.	8	—	—				
Beet Root	红苜蓿	lb.	10	—	—				
Bitter Squash	苦苣	lb.	8	24	—				
Brinjals, Green	青苣	lb.	8	5	3				
" Red	红苣	lb.	6	5	3				
Cabbage, Chinese	芥菜	lb.	8	—	—				
" (Shanghai)	上海菜	lb.	12	12	—				
Cane Shoots, bunch	竹笋	each	10	—	—				
Cauliflower (Large)	大花菜	each	—	—	—				
" (Medium)	中花菜	each	—	—	—				
" (Small)	小花菜	each	—	—	—				
Carrots	萝卜	lb.	6	5	6				
Celery, Chinese	芹菜	lb.	8	10	6				
Chillies, Dried	干辣椒	lb.	30	25	5				
" Red	红辣椒	lb.	25	10	10				
" Green	青辣椒	lb.	10	8	12				
Curry Stuff, English	咖喱粉	lb.	10	8	—				
Cucumbers	黄瓜	lb.	8	2	—				
Garlic	大蒜	lb.	10	6	6				
Ginger, Young	姜	lb.	14	7	—				
" Old	老姜	lb.	12	10	—				
Horseradish, Shanghai	上海萝卜	lb.	30	8	4				
Indian Corn	玉米	lb.	8	45	—				
Lettuce	生菜	lb.	6	1	—				
Water Chestnuts	荸荠	lb.	3	—	8				
" Mandarin	荸荠	lb.	10	—	8				
Mushrooms, Fresh	鲜蘑菇	lb.	—	—	8				
Okros	萝卜	lb.	1	10	—				
Onions, Bombay	洋葱	lb.	10	8	8				
" Green	青洋葱	lb.	6	4	6				
" Shanghai	上海洋葱	lb.	6	6	—				
Parsley	芹菜	lb.	10	60	8				
Potato, Sweet	甜薯	lb.	4	3	—				
" Japanese	日本薯	lb.	4	3	—				
" American	金山薯	lb.	—	3	—				
Pumpkin	南瓜	lb.	4	4	4				
Radish	萝卜	lb.	5	—	—				
Rhubarb (Fresh)	红萝卜	lb.	12	—	10				
Shallots	蒜苗	lb.	10	—	8				
Spinach	菠菜	lb.	6	8	—				
Tomatoes	番茄	lb.	12	4	—				
Taros	芋头	lb.	6	7	—				
Turnips, Punti (Long)	长萝卜	lb.	6	6	—				
Vegetable Marrow	西葫芦	lb.	—	4	—				
Water Cress	水芹	lb.	4	6	—				
Water Lily Root	莲藕	lb.	5	15	—				

Phone 20022
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ADVERTISING**

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

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TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bedrooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & In, 10, Des Voeux Road C.

GODOWN TO LET.

A GODOWN at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

SALE

UNION CHURCH, Kennedy Road.—Jumble Sale on Friday, May 9, at 2.30. Contributions of old clothing etc. thankfully received at Church Hall.

WANTED.

WANTED.—The United Directory of Canton, Hong Kong & Macao for the year 1930-1931 will be issued soon. Those who wish to advertise in the said Directory are requested to apply See Hing & Co., China Building.

TUITION

CANTONESE AND MANDARIN LANGUAGE and characters TAUGHT by Mr. SHIU, Special notes and books. Twenty-three years' experience. Rapid progress ensured. Special explanations in English given to beginners. Particular coaching in pronunciation. Terms moderate. First class references. Numerous successes at examinations. No. 10, Wyndham Street, Top Floor.

SPECIAL PHYSICAL CULTURE CLASS.

MME. BARONELLI.—Special attention given to stout and stiff ladies who desire to regain their youthful figure. Special treatment given to elderly ladies for renewing the youthful appearance of the face. This treatment can be accomplished in six days. Peking Bldg., 27a, Nathan Road, Kowloon.

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WESTOVER-STEVENAGE. Within an hour from London. In healthy neighborhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the Home of the Principal. Individual care and attention. For particulars apply to:

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(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

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Opposite entrance H.K. Hotel.

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Enlarging.

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28A, Des Voeux Road C.
Hong Kong.

GOVERNMENT NOTICES**PUBLIC WORKS DEPARTMENT.**

NO. S. 181.—IT IS HEREBY NOTIFIED that SEALED TENDERS in triplicate, which should be clearly marked "TENDER FOR QUARRY", will be received at the Colonial Secretary's Office until Noon of MONDAY, the 19th day of May, 1930, for the occupation for a period from 6th June, 1930 to 31st December, 1931, of the piece or parcel of ground at Ma Tau Kok and known as Kowloon Quarry Lot No. 3, containing about 4.13 acres, as shown coloured red on plan, signed by the Director of Public Works and dated 4th April, 1930, at an upset annual fee of \$1,200, but subject to certain conditions which can be ascertained at the office of the Director of Public Works.

Each tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

HAROLD T. CREASY,
Director of Public Works.
2nd May, 1930.

COMPANY MEETINGS

**THE CANTON INSURANCE
OFFICE, LTD.**

NOTICE TO SHAREHOLDERS.

THE FORTY-NINTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on **FRIDAY, the 16th May, 1930, at Noon**, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1929.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 2nd to the 16th May, 1930, both days inclusive.

**JARDINE, MATHESON &
CO., LTD.,**
General Agents.
Hong Kong, 25th April, 1930.

LAMMERT BROS.

**AUCTIONEERS, APPRAISERS
AND SURVEYORS.**

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, the 9th May, 1930
commencing at 2.30 p.m.,
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Hong Kong 6th May, 1930.

MATERNITY AGE.**Differences of Opinion
in Court.**

44 OR OVER?

The question as to whether a woman can become a mother at the age of 44 was raised at the Kowloon Magistracy yesterday afternoon.

Mr. T. S. Whyte-Smith expressed the opinion that it was quite possible, but Mr. A. R. Covey contended that it was most improbable.

The case was one arising out of the alleged sale of a 12-year-old Chinese girl, and three Chinese, two men and a woman, were charged with having taken part in the transaction.

The two men were represented by Mr. A. R. Covey and Mr. C. E. L. Grist, respectively. Mr. H. R. Butters, of the S.C.A., prosecuted. The fact of the case have already been published in the *China Mail*. The allegation against the accused was that one of them sold the girl to another for \$140, and the latter resold her to the remaining accused for \$175.

One of the witnesses was a woman who gave her age as 30 and who claimed to be the girl's sister, but Mr. Covey was of the opinion that she could not be anything under 36. Doubt was raised, therefore, as to whether the witness was in fact the girl's mother or sister.

Mr. Covey commented that it was important that the girl's mother be produced—she might be 60 or even 80 years of age. Calculating the alleged sister's true age as 36, Mr. Covey said that from this deduction, the mother, at the youngest, would be 63 when the girl was born 12 years ago. That was a most unlikely event.

The mother was brought before the Magistracy. She gave her present age as 57, and said that she was 44 when the girl was born. This would mean, if one accepted the alleged sister's age as 30, that the mother must have given birth to her at the tender age of 14.

The second male accused, Mr. Grist said, had adopted the girl as a daughter. Except for his own statement, there was no evidence against him. The girl had stated that she was well treated at this man's house, where she had done the same domestic work to which she was accustomed at her sister's house.

At the close of the case, the Magistracy reserved judgment until Tuesday afternoon.

WHITE GUARDS.**Evacuation of Three
Rivers.**

Harbin, April 15.
According to reports from the station of Buhedu, the White Guards armed detachments, roving in the Three Rivers District, completed their sudden evacuation into the Region of the Taonan-Tsitsikar Railway.

The movement was effected in strict secrecy and the first advice about it were received from the employees of the East Hamlin Timber Company, who escaped being seized by the White rebels.

Informed sources define the total strength of those White detachments in the figure of 800 men, who from a military point of view continue to represent quite an efficient cavalry unit.

It is affirmed here that the removal of the white Russian rebel force to the Taonan District was made by order of the so-called "Ataman" Semenov, who, as local reports say, is residing now in Tientsin where he has formed a kind of military staff from his command in Trans-Baikal during the intervention period.

The White cavalrymen have come to the station of the Taonan-Tsitsikar Railway on horse-back in regular order in ranks.—Angasta.

UNCLAIMED TELEGRAMS.

**THE GREAT NORTHERN
TELEGRAPH CO. LTD.
OF DENMARK**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Towel, from Shanghai.
Gathwong, from Jeannette, Penn.

E. V. JESSEN,
Superintendent.
Hong Kong, May 7, 1930.

**THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO. LTD.**

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Mrs. Henry Wei, 28, D'Aguiar Street, from Shanghai.

Jikantwo, from Cullacan Sin.
Robert Morrison, Passenger, Mantua, from Tumpat Kelantan.

S. LACK,
Superintendent.
Hong Kong, May 7, 1930.

ERRATIC EVIDENCE.**Identification Parade
Forestalled?**

DEVELOPMENTS IN MURDER TRIAL.

The principal witness for the Crown, in the murder trial of three Chinese at the Criminal Sessions, who are alleged to have caused the death of a Buddhist priest at No. 3 Sha Po Road, on February 15, was closely examined by Mr. F. C. Jenkin yesterday afternoon.

This witness, a girl of 15 years of age, was said to be on the premises at the time when the alleged crime was committed. Before rising to cross-examine her, Counsel for the defence said that the task before him was very distasteful, but he could not shirk it as he had a duty to perform.

Mr. Jenkin then questioned the girl at great length, and in the course of her reply she admitted many discrepancies in her statement given at the Magistracy, and the one given before the Higher Court. Speaking about the identification parade, she said that she knew that Uncle Young Chan (a man who was at first arrested by the Police and subsequently discharged) would be at the parade and that he would be standing fourth in the row of men. Pressed as to how she knew this, witness gave evasive replies, and notwithstanding Mr. Jenkin's warning that he would have to use other method, she remained adamant. She said that she walked up and down the row of men many times and admitted that she did not identify the first accused until he was brought before the Magistracy.

Police Contradicted.
Witness also admitted that after she had freed herself, and before making the report to the Police, she had taken the till in which the murdered man kept his petty cash, and also her own savings in a tin to the back cubicle, where she tied them up with a handkerchief. It was not true that the Police had found the parcel in the cubicle, because she herself took it to the Police Station.

His Lordship then adjourned the case until Monday so as to enable the defence to conduct its case without a break.

STARVING DOCTORS**A Bitter Austrian
Comedy.**

Vienna, April 2.
Dr. Karl Schoenherr, the Tyrolean dramatist, has written a comedy called "Herr Doktor, haben Sie etwas zu essen?" In this play, which the Burgtheater has successfully produced, the misery of the doctor's life is shown in a large number of revue-like scenes on a quartered stage, the various conversations and events going on in quasi-simultaneous fashion.

We see a number of doctors competing desperately with one another in the struggle for existence, all hunting for a sure, salaried position which the least capable but best-connected man usually gets, and living miserably on cheap sausage and crusts of cheese. We are shown a wretched and browbeaten young medical student, and, on the other hand, quacks who acquire heaps of money. A woman is introduced to whom crowds of patients make pilgrimages for all kinds of cures. The audience found in her some analogy with the "Miracle Doctor" of Galsbach.

All the doctors, however, are fanatically anxious to help ailing humanity; they would not change their profession for the world, and the comedy culminates with a scene showing the solemn graduation of young doctors.

STANDARD TIMES**Sunrise and Sunset In
Colony**

Sunrise and Sunset in Hong Kong for May (Standard time of the 120th Meridian, East of Greenwich) are as follow:—

	Sunrise	Sunset
May	a.m.	p.m.
1	5.47	6.53
8	5.47	6.53
9	5.46	6.54
10	5.46	6.54
11	5.45	6.54
12	5.44	6.55
13	5.44	6.55
14	5.44	6.55
15	5.43	6.55
16	5.43	6.56
17	5.42	6.56
18	5.42	6.57
19	5.42	6.57
20	5.41	6.58
21	5.41	6.59
22	5.41	6.59
23	5.41	7.00
24	5.40	7.00
25	5.40	7.00
26	5.40	7.01
27	5.40	7.01
28	5.39	7.02
29	5.39	7.02
30	5.39	7.03
31	5.39	7.03

AN INCORRIGIBLE.**Hyndman Gets Jail
Term for Theft.**

WATCHES HIS UNDOING.

An incorrigible offender, E. V. Hyndman was sentenced to three months imprisonment with hard labour by Magistrate C. G. O. Anderson in the British police Court on April 29 when charged by the Shanghai municipal police with numerous thefts of watches and jewellery.

Originally arrested for the theft of a watch from a pawnshop at 130 Tienlong road, accused found himself facing a number of similar offences, to all of which he pleaded guilty. In giving judgment therefore, the Magistrate ordered that a sum of \$26 found on the person of the accused at the time of arrest be apportioned proportionately among the various complainants, the Police being delegated with that responsibility.

Evidence was produced by the prosecution to show that on April 18 the accused entered the Tienlong road pawnshop carrying with him a mah jongg set. He asked to be shown a gold watch of the value of \$30, and when it was placed in his hands he ran out of the shop, leaving the mah jongg set behind. During his flight however, his pocket book dropped from his pocket, out of which the Police gathered sufficient material to effect his arrest and prefer the additional charges.

DRUG SCANDAL.**Discovery by Egyptian
Police.**

Cairo, April 12.
Notwithstanding the repeated closing of the channels of supply and the elimination of narcotic traders, which has recently been on a far-reaching scale, the nefarious drug traffic with Egypt continues actively, as is proved by evidence reaching the authorities almost daily.

I understand that the Egyptian police, whose vigilance and success in connection with the anti-narcotic campaign have been remarkable, now have in hand a further case of international trading which promises even more sensational revelations and ramifications with the traffic with Central Europe than those made at a recent meeting of the Opium Committee of the League at Geneva.—The Observer.

**Dizziness And Headache****Are Not Woman's Fate.**

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A serious complaint by the Chinese Customs as to the alarming growth of smuggling from Hong Kong to Kwangtung ports is reported in the *OVERLAND CHINA MAIL*. The Customs add that unless some improvement in the situation can be effected, steps must be taken to tighten up the preventive system on vessels sailing out of Hong Kong.

The gruesome murder of a Buddhist priest in Kowloon, and the vital importance of two teeth found in the man's flat, form the subject of an interesting trial, which is fully reported in the *OVERLAND CHINA MAIL*. In the course of cross-examination, Mr. Jenkin, who appears for the defence, made some startling suggestions of laxity in Police methods.

Defalcations to a very considerable extent, by the late secretary of the Humphreys Estate and Finance Company, Ltd., were referred to at the annual meeting of shareholders. A sum of \$135,000, it was said, had been set aside to a special reserve for defalcations, besides an *ex gratia* payment of \$15,000 by the Directors of the Managing Company. A full account appears in the *OVERLAND CHINA MAIL*.

Confusion and comment arising out of the change-over from manual to automatic telephones was general during the first day or two's working of the new system. The difficulties met with by the Telephone Company are tersely dealt with in the *OVERLAND CHINA MAIL*.

In Northern China, Yen Hsi-shan, the "mystery man" has at last definitely thrown in his lot with Feng Yu-shiang and Wang Ching-wei. The three have issued a manifesto in which Wang is appointed head of a new "government" to be established in Peking, with Yen as his chief co-adjutant, and Feng as the military leader. Marshal Chiang Kai-shek, at Nanking, is reported to be planning an extensive campaign to put down this movement. Full dispatches appear in the *OVERLAND CHINA MAIL*.

OVERLAND CHINA MAIL sport experts, as usual, contribute special features, this week's issue containing a full account of the opening of the local lawn bowls season, and also descriptions and results of the Hong Kong Military Areas, St. Joseph's College, and Sacred Heart School sports, besides the usual tennis, cricket, and football articles.

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL*—the weekly paper that YOU MUST ORDER NOW.

Letters to relatives and friends in all parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and Chinese news every week—by means of a subscription to the "Overland China Mail."

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M.V. "VIMINALE"	May 17	June 24
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SEATTLE, VICTORIA via Shanghai & Japan Ports.	Saturday, 5th July.
MISHIMA MARU	Saturday, 17th May.
SIBERIA MARU	Saturday, 31st May.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Sunday, 12th May.
HAKONE MARU	Tuesday, 24th June.
SUWA MARU	Tuesday, 24th June.
SYDNEY & MELBOURNE via Manila & Ports.	Tuesday, 24th June.
KAGA MARU	Tuesday, 24th June.
TANGO MARU	Tuesday, 24th June.
HOMBAI via Singapore, Penang, & Colombo.	Tuesday, 24th June.
TAMBA MARU	Tuesday, 24th June.
† CALCUTTA MARU	Tuesday, 24th June.
40TH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Tuesday, 24th June.
ANYO MARU	Tuesday, 24th June.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Tuesday, 24th June.
WAKASA MARU	Tuesday, 24th June.
NEW YORK, BOSTON via Panama.	Tuesday, 24th June.
ASUKA MARU	Tuesday, 24th June.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Tuesday, 24th June.
† TOYOOKA MARU	Tuesday, 24th June.
CALCUTTA via Singapore, Penang & Rangoon.	Tuesday, 24th June.
† BENGAL MARU	Tuesday, 24th June.
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SHANGHAI, KORE & YOKOHAMA	Tuesday, 24th June.
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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	Thursday, 15th May.
AMUR MARU	Thursday, 15th May.
ANDES MARU	Thursday, 15th May.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 13th June.
SANTOS MARU	Tuesday, 20th May.
RIO DE JANEIRO MARU	Friday, 13th June.
SHINNOH MARU	Monday, 19th May.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo.	Monday, 19th May.
CHICAGO MARU	Sunday, 1st June.
CALCUTTA—Via Singapore, Penang & Rangoon.	Sunday, 1st June.
HIMALAYA MARU	Sunday, 18th May.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	Sunday, 18th May.
ARABIA MARU (from Kobe)	Wednesday, 28th May.
MELBOURNE—Via Manila, Brisbane & Sydney.	Friday, 6th June.
SYDNEY MARU	Friday, 6th June.
HAMBURG—Via Hainan & Pakhoi.	Friday, 6th June.
NEW YORK—Via Japan ports & Panama.	Saturday, 10th May.
ARGON MARU	Saturday, 10th May.
SOURABAYA MARU	Sunday, 11th May.
ALTAI MARU	Thursday, 15th May.
TACOMA MARU	Wednesday, 21st May.
KEELUNG—Via Swatow & Amoy.	Thursday, 22nd May, noon.
TAKAO—Via Swatow & Amoy.	Thursday, 22nd May, noon.
DELHI MARU	Thursday, 22nd May, noon.
JAKAO & KEELUNG.	Thursday, 22nd May, noon.
SOURABAYA MARU	Sunday, 11th May.

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SHIPPING SECTION.

WRECK OF CITY OF FORTY-ONE KNOTS. PEKIN.

NAVAL COURT OF INQUIRY AT
Kobe.

ERROR OF JUDGMENT.

The loss of the Elderman after
City of Pekin, which struck a rock
and sank off the Korean coast on
April 10, was the subject of a naval
court of inquiry held at the British
Consulate-General, Kobe, on April
23, says the Japan Chronicle.
Mr. W. Massey Roides, British Con-
sul-General, presided, the other
members of the court being Lt.
Comdr. F. G. Bullock, H.M.S. Corn-
wall; Mr. A. S. Gordon, master of
the Nellore; and Mr. F. Sudell,
master of the Kashgar.

Evidence of the disaster was very
straightforward, and was concluded
by 10th time, the court issuing its
finding in the afternoon, that the
loss of the vessel was due to an
error of judgment on the part of
the master.

In his evidence Captain A. Spoule
suggested that "the reef running
cut from the South side of Brook
Island (where the vessel struck)
does not appear on the chart." The
Island was sighted two minutes be-
fore the City of Pekin struck, the
vessel immediately developing a
heavy list to port. He gave the
order to abandon ship, and 15
minutes later the whole crew of 81
were in the lifeboats, and away
from the ship, which was sinking
rapidly by the head. There was
deep water alongside the reef. The
crew were picked up shortly after
by a Japanese fishing vessel.

Similar evidence was given by
D. R. D. Ramsey, chief officer; C. S.
Humphries, second officer; R. A.
Jones, third officer; J. J. Leitch,
chief engineer; F. C. Minns, second
engineer; P. F. Axford, quarter-
master; W. B. Nuthall, wireless
officer; and Helin Ali, lookout man.

All the evidence was given from
memory, none of the ship's papers
having been saved.

Court's Finding.

The following is the text of the
court's finding:—
The City of Pekin was a steel
screw steamer of 4,425 tons net
registered tonnage, built at New-
castle in 1920, and belonging to the
port of Liverpool. It appears from
the evidence before the court that
she sailed from Liverpool on
April 8, 1930, at about 2.30 p.m.,
bound for Dairen with a cargo of
soya beans and general merchandise,
and a crew of 81 hands all told. The
weather was clear and fine at first,
afterwards becoming slightly hazy.

At 8.30 a.m. on April 10, course
was 87° W. true. Sentinel Island
was sighted before the port beam
between 10 and 11 a.m., and was
passed about three miles off. The
vessel passed Sea Rock on the star-
board side at or about noon on the
same course, the weather then being
hazy, but not thick.

About 2 p.m., course was altered
to 85° W. true, and Bedwell Island
was seen abeam 3½ miles on the
starboard side. The weather then
became thicker. Surly Island was
passed at 3.50 p.m., about ½ or ¾
mile off. Course was then altered
to 85° W. true, to pass about one
mile off Farmer Island. At 4.05
course was altered to 84° W. true,
and at 4.09 the ship struck, Brook
Island having been sighted about
two minutes before, the weather at
the time being foggy in patches.

Tidal Stream.
The court, having regard to the
circumstances above stated, finds as
follows:—That the loss of the ship
was due to an error of judgment
on the part of the master in not
allowing sufficiently for the set
of the tidal stream after passing
Surly Island, taking into considera-
tion the sudden decrease in
visibility experienced at that time.
The Court does not consider that
there was any negligence on his
part.

That the crew appear to have
conducted themselves properly.
That the vessel appears to have
been well found, sufficiently manned
and sea-worthy at the time of her
departure from Liverpool, and was
not overloaded.

That the vessel appears to have
been properly supplied with charts.
The court, in pursuance of the
power vested in it by section 483
of 67 and 68 Victoria C. 60, orders
that the sum of £5-4-0, being the
costs of the proceedings before the
said court, be paid by the master,
being one of the parties thereto,
and he is hereby ordered to pay
the said sum.

STEAMERS' MOVEMENTS

The P. & O. s.s. Allport left
Singapore for this port on May
at 7 a.m., and is due here on May
13 at about 6 a.m.
The D.L. s.s. Talamba left
Singapore for this port on May
6 p.m., and is due here on May
11 a.m.

Speed Record of New Italian Cruiser.

Rome, April 9.

On April 27 four new cruisers,
Zara, Fiume, Giovanni delle Bande
Nere, and Alberto da Giussano,
are to be launched respectively at
Spezia, Trieste, Castellamare di
Stabia, and Sestri Ponente. The
three first will have Royal god-
mothers, the Princess of Pied-
mont, Princess Giovanna of Savoy,
and the Duchess of Aosta, so the
ceremonies are being arranged on
a great scale. A new submarine,
Delfino, will be launched on the
same day at Monfalcone.
Zara and Fiume, built within
the limits fixed by the Washing-
ton Conference, are practically
twin ships, 601 feet long, 65 feet
wide, and with a displacement of
10,160 tons. The turbine engines
of 95,000 h.p. will develop a speed
of 32 knots. The armament of
each cruiser consists of eight
8-in. guns, mounted in four arm-
oured turrets, and numer-
ous anti-aircraft and anti-
torpedo batteries. The Giornale
d'Italia says:—

"This is a magnificent type of
light cruiser; while keeping with-
in the limits imposed at Washing-
ton, our naval engineers have solv-
ed the arduous problem of con-
centrating the highest maximum
of offensive and defensive power.
The companion ship, the Trieste,
launched in 1928, has given excel-
lent results, and won the warm
approval of naval experts."

Alberto da Giussano and
Giovanni delle Bande Nere are
small cruisers with a displacement
of 5,250 tons, and a radius of
2,500 miles. They will be among
the fastest cruisers in the world,
as their engines are capable of
developing a speed of 37 knots.

The Italian Navy will shortly
possess the fastest light cruiser
in the world in the Nicolo da
Riccio, which will be ready for
service in about two months. In
her trial trips last week off
Ancona, a maximum speed of over
41 knots was developed. This is
equal if not superior, to the re-
cord hitherto held by Franco
with her light cruiser Verduin.

TRAINING SAILORS.

Record of the Warspite.

At the 174th annual court of
governors of the Marine Society
(Training Ship Warspite), held at
the Royal Society of Arts, London,
Lord Ebbisham, C.B.E., pointed to
the wonderful record of training
sailors for the Navy and the Mer-
chant Service enjoyed by the oldest
training ship in the world. He said
that the Marine Society started
work in 1758. Whatever might be
the result of the deliberations of
the Naval Conference, it was certain
that no matter how greatly the
navies of the world might be re-
duced, Britain must still remain a
seaworthy race. Our sea services
must at all costs preserve their pre-
eminence. It was of vital impor-
tance that the ships of Britain
should be manned by British boys.

The outstanding event during the
past year for the society, which had
had a ship in the Thames for over
144 years, had been the removal of
the Warspite from the south to the
north side of the river, where it was
now moored off Grays in Essex.

The society had to obtain a new
hospital, swimming bath, playing
field, causeway and boat shed in its
new quarters. It was estimated
that the provision of these neces-
sities would cost over £3,000. The
causeway was in course of construc-
tion, and several generous sup-
porters had sent contributions for
this special purpose. It was sin-
cerely hoped that the public would
come forward and subscribe with re-
newed generosity to enable the
society to overcome the tremendous
difficulties incidental to the transfer
of the ship to her new billet.

The motion to give universal sup-
port to the society, seconded by
Rear-Admiral Sir Edward Ingle-
field, K.B.E., was carried.

WARSHIPS IN PORT

British warships in port this morn-
ing were:—
In Basin of R.N. Dockyard:
Tamar, Somers, Beane, Wey,
Mackay, Arcturion, Thetis, and
Weymouth.
In Dock: Hermes.
Foreign men-of-war in port were:
Portuguese Cruiser Adamastor,
French Gunboat Argus,
Chinese Cruiser Ming Sang.

OIL ENGINES.

Their Influence on Shipbuilding.

Shipbuilding can hardly be
termed prosperous at the pre-
sent time, but such relative
activity as now exists is very
largely due to the increasing
adoption of oil-engined vessels,
and in some cases concentration
on this class of ship has brought
real prosperity.

The amount of motor tonnage
on order in individual yards is
scarcely realised, and a note upon
this subject may be of value as
indicating to those who are not in
touch with the situation and are
inclined to disparage the impor-
tance of such work that, actually,
we are now very largely depen-
dent on motor as distinct from
steam shipbuilding. It was stated
in Swan, Hunter and Wigham
Richardson's report last month
that the associated concerns of
this company had 23 motor vessels
on the stocks, totalling, no doubt,
about 150,000 tons gross, whilst
Harland and Wolff have well over
20 vessels of more than 200,000
tons gross. In Sweden, Gotaver-
ken, including the ships sub-
contracted to other yards, is re-
sponsible for nearly 30 vessels of
about 180,000 tons gross, and in
Denmark Burmeister and Wain
have about 20 on order and the
machinery for 50 vessels. In this
country there are ten shipbuild-
ers each with six or more motor
craft on the stocks.

There are between 2½ and 2½
million tons gross of internal-
combustion-engined vessels on
order, the value of which is be-
tween £45,000,000 and £50,000,-
000, and this expenditure will be
spread over a considerable num-
ber of trades, so that the contri-
bution of the marine oil engine to
the world's industry is now of
very great importance.

FLOATING BEACONS.

Unlighted surveying floating
beacons surmounted by black flags
are being moored in connection
with hydrographic work in an
area the centre of which is 89
miles 250 degrees from Tanjong
Baram. The area is enclosed by
lines joining the following posi-
tions:

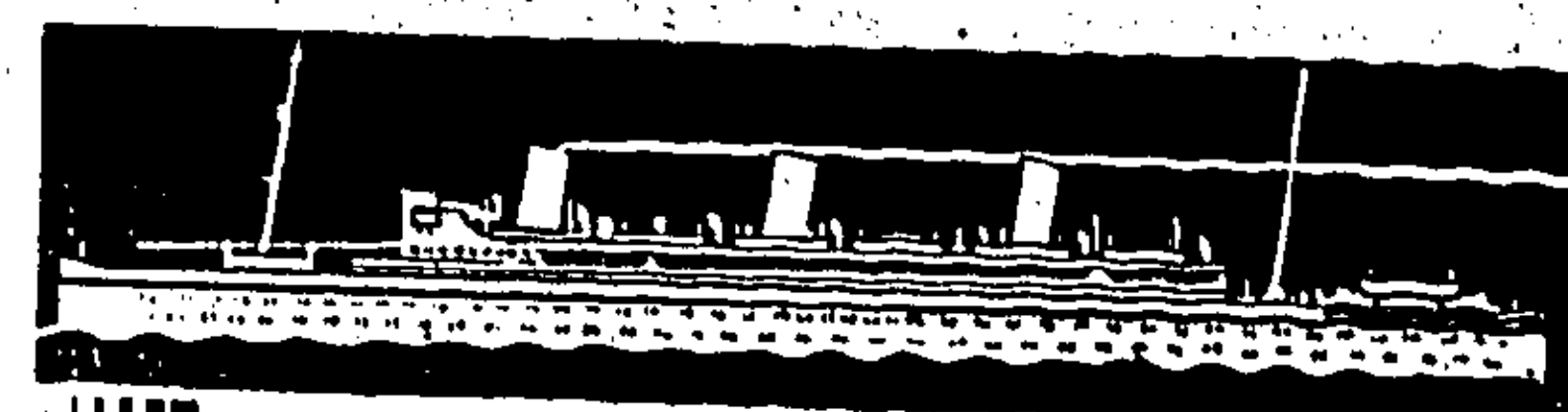
- Lat. 4 deg. 11 mins. North—
Long. 112 deg. 12 mins. East.
- Lat. 4 deg. 20 mins. North—
Long. 112 deg. 44 mins. East.
- Lat. 3 deg. 59 mins. North—
Long. 113 deg. 00 mins. East.
- Lat. 3 deg. 51 mins. North—
Long. 112 deg. 28 mins. East.

From time to time some of
these beacons will be lit experi-
mentally with an intermittent
flashing light.

Beacons will be in position
until the end of October.

CONSIGNEES' NOTICES

Consignees of cargo ex s.s.
"Benmore" are reminded to take
delivery of their goods which will
be subject to rent after May 12.
Consignees of cargo ex s.s. "City
of Norwich" are reminded to take
delivery of their goods which will
be subject to rent after May 13.
Consignees of cargo ex s.s.
"Albion Star" are reminded to take
delivery of their goods which will
be subject to rent after May 14.



TEN THOUSAND MILES

—of Uninterrupted
Canadian Pacific Service

If you are going to Europe, why
not use the uninterrupted
service of the World's Greatest
Travel System?

On the three separate legs of
your journey—across the Pacific,
across Canada, and across the
Atlantic—this highly trained
organization caters to your every
need. Its servants are obliging,
efficient, and thoughtful of your
comfort; its ships, trains and hotels
are among the world's best.

Follow the lead of experienced
travellers and go the Canadian
Pacific way.

Next Sailings To Pacific Coast

EMPRESS OF CANADA May 16th
EMPRESS OF RUSSIA June 4th
EMPRESS OF ASIA June 25th

CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

MAY SAILINGS.			
DEPARTURE HOURS:			
Hong Kong 5.30 p.m. Wuchow 1.30 p.m.			
S.S. "TAI HING"			
[1,068 tons—Capt. Trotter.]			
MAY.			
MON.	12th	THURS.	22nd
SAT.	17th	TUES.	27th
S.S. "TAI MING"			
[649 tons—Capt. G. J. Spink.]			
MAY.			
FRI.	9th	SUN.	25th
WED.	14th	FRI.	30th
MON.	19th		

For information apply to—
Now why not take a five-days' round
trip and see for yourself. It costs
you only \$40.

KWONG WING Co., Ltd.
87, Connaught Road West,
Phone 26883.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta on or about 10th May.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.
For Freight or Passage apply to:—

DODWELL & CO., LTD., Agents.
Telephone 28021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF SHANGHAI" London, Rotterdam & Hamburg 9th June.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF DUNDEE" 12th June.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, & BALTIMORE AMERICAN & ORIENTAL LINE

M.V. "LINDENBANK" 9th May.

M.V. "COMLIEBANK" 14th June.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilmane, the Port Amelia, Mozambique, Chinde,
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and
Madagascar.

For freight or passage on any of the above lines apply to—
Telephone 27791.

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KASHGAR	9,005	10th May	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE	5,283	17th May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*KIDDERPORE	5,334	21st May	Straits, Colombo & Bombay.
MAINTUA	10,940	24th May	Bombay, Marseilles & London.
KHYBER	9,114	31st May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KHIVA	9,135	7th June	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKLIWA	7,935	9th May	Singapore, Penang & Calcutta.
TILAWA	10,003	24th May	Singapore, Penang & Calcutta.
TALAMBA	8,018	6th June	Singapore, Penang & Calcutta.
TAKADA	6,949	17th June	Singapore, Penang & Calcutta.
TALMA	10,000	22nd June	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	7th June	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,600	4th July	Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	3rd Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambungan, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHIVA	9,135	10th May	Shanghai, Moji, Kobe & Yokohama.
*LAHORE	5,304	10th May	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	18th May	Amoy, Moji, Kobe, Y'ham & Osaka.
*ALIPORE	5,273	13th May	Shanghai, Moji & Kobe.
TANDA	6,956	17th May	Moji, Kobe, Osaka & Yokohama.
RANPURA	16,001	23rd May	Shanghai, Kobe & Yokohama.
TAKADA	9,649	24th May	Amoy, Shanghai, Moji, Kobe & Osaka.
TALMA	10,000	31st June	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	3rd June	Shanghai, Moji, Kobe & Yokohama.
KARMAIA	9,128	6th June	Shanghai, Moji, Kobe & Yokohama.
MORBA	10,954	20th June	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,668	18th July	Shanghai, Kobe & Yokohama.
KASHMIR	8,985	1st Aug.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. * Calls at Tsingtau & Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

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CONSIGNEES

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE
From NEW YORK, PHILADELPHIA
& MARSEILLES.

The Steamship,
"CITY OF NORWICH"

having arrived. Consignees of Cargo by her are informed that all goods are being landed at their risk into the Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th May, 1930, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 20th May, 1930, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week. No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

THE BANK LINE, LIMITED,
General Agents,
Hong Kong, 7th May, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, MIDDLESBRO',
IMMINGHAM, LONDON, STRAITS
& MANILA.

The Steamship,
"BENCLEUCH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 22nd inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hong Kong, 1st May, 1930.

THE BEN LINE STEAMERS, LTD.

from MIDDLESBRO', ANTWERP,
LONDON, & STRAITS.

The Steamship,
"BENMOHR"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 26th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

GIBB, LIVINGSTON & CO., LTD.,
Agents,
Hong Kong, 5th May, 1930.

PASSENGER LIST

ARRIVALS

Per s.s. Taiyo Maru from Shang-

hai on May 6:—
Mr. P. S. Carprhan, Mr. E. Eannaag, Rev. J. C. Smith, Mr. G. C. Solidum, Mrs. M. L. Clark, Mr. R. McDougall, Mr. Andrew De Leon, Mr. Shigeo Inouye, Mr. Shimako Inouye, Mr. Yoshiji Ashikari, Mr. Kinichiro Ashikari, Mr. Yukiko Suzuki, Mr. Kazuo Mizuta, Mrs. J. P. da Silva, Miss M. Dauvanberry, Miss V. da Silva, Mr. Yamashita Toméiro, Mr. Lean Dalery, Dr. M. N. Dhalla, Mrs. M. W. Dhalla, Mrs. Petrona de Zigan, Miss Maria Prietoziga, Mr. V. Prietoziga, Mr. L. Prietoziga, Mr. E. R. Yuziga.

BLUE STAR LINE

Far Eastern Service.

Regular Monthly Fast Freight Service.

Refrigerated and general cargo

Next Sailing

S.S. "TACOMA STAR"

on

MAY 9th.

for

LONDON, ROTTERDAM, HAMBURG,
& LIVERPOOL, via STRAITS PORTS.

For Freight and further information apply to:—

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Queen's Buildings.

Telephone 28061.

HONG KONG AND MACAO LINE
in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.

4, Connaught Road W.

Tel. 28061

ON S.S. TAIPIING.

Passengers Coming from
Australia.

The passengers due to arrive at
Hong Kong per s.s. Taiping on
May 13 included:—

Mr. Walter Hagen and Mr. J. H. Kirkwood (Professional golfers, bound for Shanghai, Japan and the United States), Mr. G. G. Rouleston, L.T.S. Rubber Co., Toronto, accom-

panied by Mrs. Rouleston (Bound for U.S.A. via Hong Kong and Japan), Captain and Mrs. Flishehl, Mr. A. E. Tipper, Insurance Manager, Shanghai, accompanied by

Mrs. Tipper and Miss A. Tipper, Miss M. Holmes, Miss E. O'Sullivan, Miss V. O'Sullivan, Mrs. J. S. Praline, Mr. Feldt, Mr. P. G. Smith, accompanied by Mrs. Smith, Dr. and Mrs. Gearin, Miss H. Martin, Mr. Douglas

Snell, Mrs. Critchley and Miss Angela Pigott (En route to United Kingdom via the United States), Mr. J. Watson, accom-

panied by Mrs. Watson, Mr. W. A. Cox, Managing Director of W. A. Cox and Co., Sydney, accompanied by Mrs. Cox (Bound for United Kingdom, via Canada), Mrs. Wren, Mrs. and Miss Thomas, Mr. Rhines, accompanied by Mrs. Rhines, Miss Broome, Mrs. E. R. Barrie, Mr. D. B. Elphinstone, accompanied by Mrs. Elphinstone.

AIR INJECTION.

The Improvement of
Systems.

At a time when all manufacturers are turning towards airless injection, the question has arisen whether we have reached the limit in air injection. Normally it is considered that the air compressor with an air-injection engine absorbs something in the neighbourhood of 5 per cent. to 6 per cent. of the total output of the motor. Hence, by eliminating the compressor, an increase in efficiency, approaching 5 per cent. is usually recorded.

With a new large Diesel engine which has just made its first trial, it would appear that by employing a new design of fuel-injection nozzle the amount of injection air used has been so reduced that the total power absorbed by the air compressor does not exceed 3 per cent. It is, moreover, claimed that with this unit a degree of flexibility quite remarkable with Diesel motors is attained, the engine running satisfactorily and continuously at

a speed substantially less than one-sixth of the designed maximum revolutions.

Competition is invariably good, and it is just possible that the increasing interest taken in, and the favour found by, the compressorless engine will lead designers who believe in the air-injection type to search for higher efficiency. At any rate, the results indicated suggest a new line of thought.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Bobbery during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

May 8 to 14, 1930.

DATE	HIGH WATER	LOWER WATER
May	Standard Time	Ht. Standard Time
Thurs. 8	m 7 18	4.9 m 0 50
	6 28 a	6.1 m 0 38 a
Fri. 9	m 7 37	5.4 m 1 8
	7 35 a	5.9 m 1 30 a
Sat. 10	m 7 59	5.8 m 1 48
	8 34 a	5.7 m 1 58 a
Sun. 11	m 8 24	5.8 m 2 18
	9 25 a	6.4 m 3 18 a
Mon. 12	m 8 50	5.7 m 2 42
	10 31 a	5.0 m 3 42 a
Tues. 13	m 9 17	7.0 m 3 9
	11 14 a	4.6 m 4 28 a
Wed. 14	m 9 45	7.3 m 3 34
		5.8 m 4 07

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.

The Com-

pany pos-

sesses six

Granite

Docks and

Two Pat-

ent Slip-

ways. The

dimensions

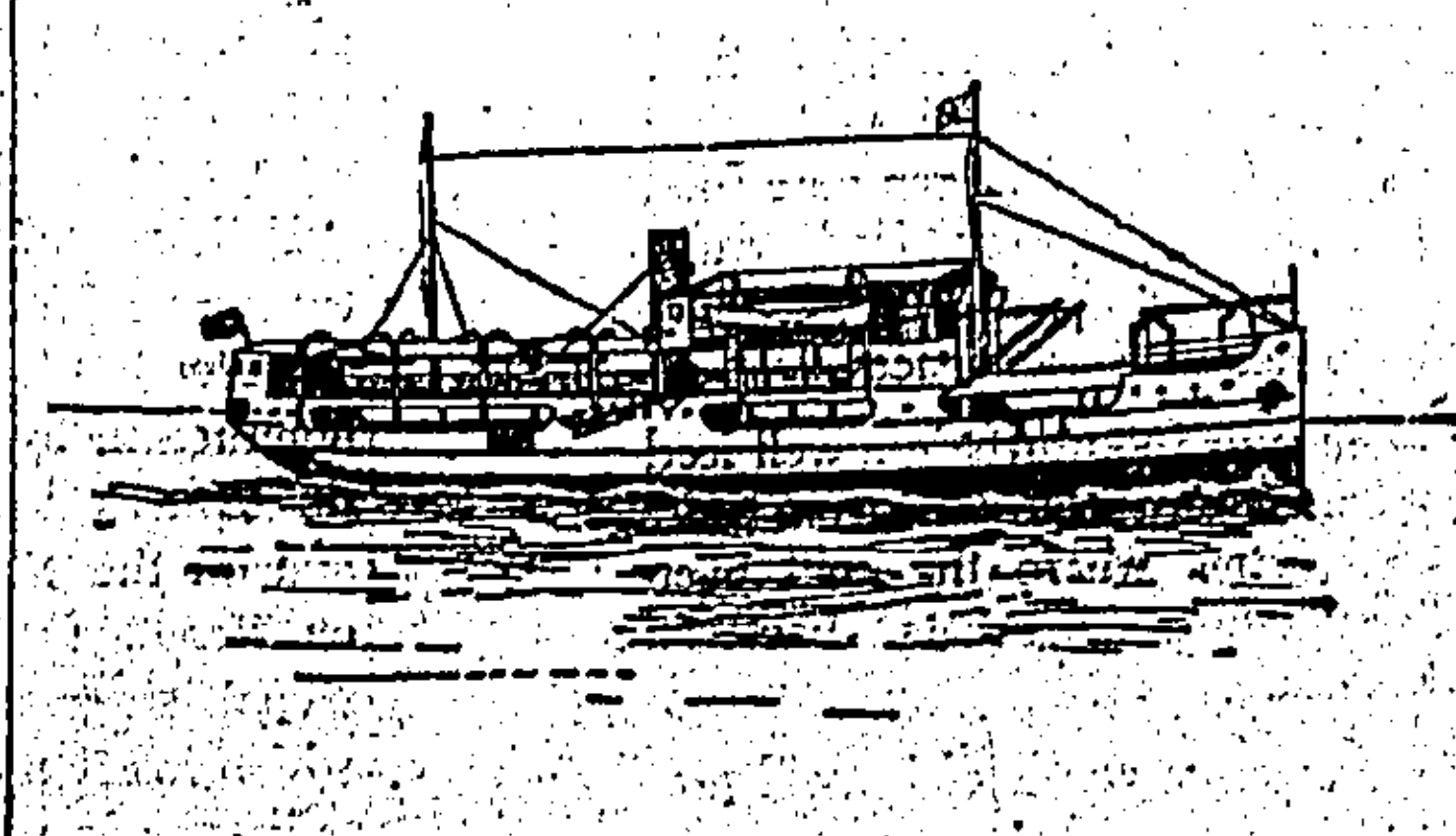
of: No. 1

Dock are

700 ft. x

86 ft. x 30

ft.



M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" B.P. x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

Codes Used:

A1, A.B.C.

Fifth

Edition; En-

gineering;

First and

Second Edition; West-

ern Union

and Wat-

kins.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two slipways and can
accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 28459.
Shipyard: Sham Shui Po, Kowloon, Hong Kong. Kowloon Tel. 27009.
Estimates furnished on application.
Hong Kong, April 1, 1930.

A PHILOSOPHER

is a man who
can look at
an empty glass
with a SMILE—
after

Dewar's

A. S. WATSON & CO., LTD.

AT PRESENT OUTDOOR WORK ONLY

K. FUJIYAMA

PHOTOGRAPHER.

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ENLARGEMENTS A SPECIALITY.
ENLARGEMENTS CAN BE MADE
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KODAKS—LOCAL VIEWS—LANTERN SLIDES.
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74, Queen's Road Central, Hong Kong.
Telephone No. 22170.

COLD FACTS—NO. 3.



ICE keeps baby well—

Child specialists are positive in their
statements regarding children's
diet. Give the children pure food
including plenty of fresh milk.
The slightest contamination may
have serious consequences.

Keep your foodstuffs in a well iced
refrigerator, protected from dust
and germs where the cold even
temperature prevents bacterial
growth.

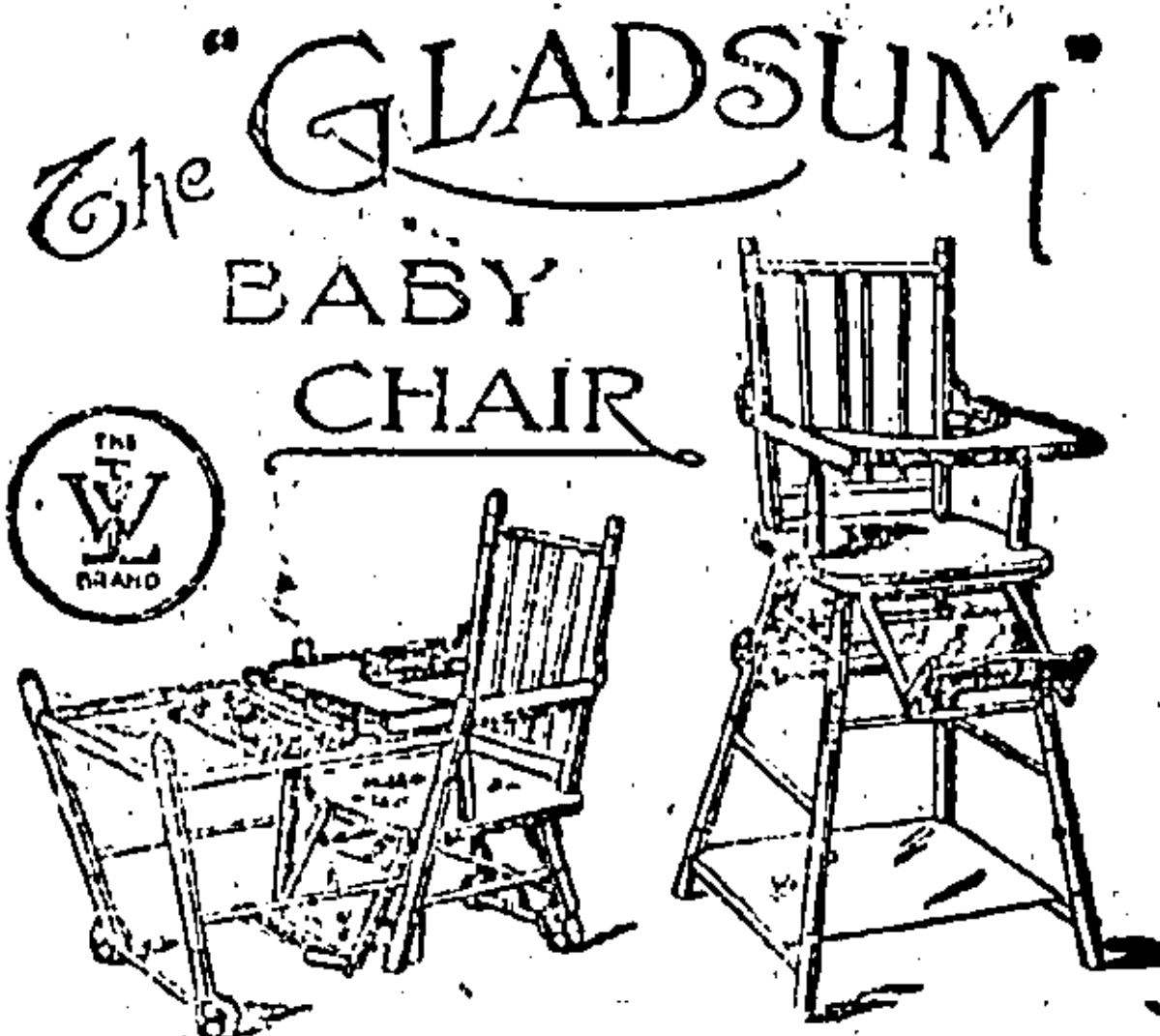
A few cents worth of ice will pre-
vent much illness common to
children. Use plenty of ice all the
year round.

DEPEND ON
ICE
In all weather
FOR PURE ICE.

The Dairy Farm Ice & Cold Storage Co., Ltd.

WHITEAWAYS

CONVERTIBLE BABY CHAIRS



ONE OF WHITEAWAYS' STANDARD VALUES

THE "GLADSUM" BABY CHAIR.

Made of well-seasoned wood. Extremely well built.
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HONG KONG.

The China Mail.

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Hong Kong, Thursday, May 8, 1930.

Where Danger Lurks.

The attention of the British
Foreign Office is at the moment
principally directed toward India.
It has been so occupied for the
last six months, or even, perhaps,
for the last year. It is conceiv-
able that a few apparently insignif-
icant incidents in other parts of
the world may escape its regard.
It is difficult, even for a Govern-
ment, to observe every event out-
side its territory and to attach
importance to it. That is one of
the disadvantages of having so
large a spread an Empire. Never-
theless, concealed by the clouds of
civil war in China, the doubtful
haze of Naval agreements in the
West, and the noise of the dis-
turbances in India, activities are
going on which may in the course
of time prove to be an even
greater menace than affairs which
now seem so all-important.

Politically, India is in an unfor-
tunate position on the map. On
the North West Frontier she is
hemmed in by Afghanistan, with
its lawless bands of tribesmen,
and on the North East it verges
on Nepal, an independent State.
Nepal is one of the keys to India
which is often overlooked by both
military and political writers. Its
peoples are of Mongolian descent
and have much in common with
the Tibetans, yet for the last six
months war between the two
countries has been progressing in
spasms. Agents of the Third
International in Moscow have
been agitating the people of Tibet.
They have obtained a commanding
influence over the Dalai Lama, im-
pressed on him the dangers which
threaten Tibet from Britain, and
suggested the desirability of

securing Russian protection and
even of making a treaty with the
Soviet Government with a view to
possible concessions. The Dalai
Lama, inspired by the Soviet, has
taken steps to bring on a crisis
by provoking Britain. He feels
sure not only of Russian support,
but of the support of China and
the revolutionaries of India. It
is suspected, although it has been
denied, that a treaty is in draft
under which Russia shall assume
the suzerainty of Tibet. It is
known that arms have been im-
ported into Lhasa from Russia.

The British and Russian Con-
vention of 1907 determined the
following conditions with respect
to Tibet—the recognition of the
suzerain rights of China and the
territorial and administrative in-
tegrity of the country; that no
official representative at Lhasa
should be appointed either by Bri-
tain or Russia, and that no con-
cession for railways, mines, etc.,
should be sought by either Power.
It will thus be seen that any at-
tempt by the Soviet to obtain con-
cessions in Tibet will be a flagrant
breach of the convention. We
may also rely on the integrity of
the present Marajah of Nepal,
whose loyalty toward the British
Crown cannot be doubted.

In regard to China's part in the
Tibetan war with Nepal, it will be
recalled that in 1909 similar opera-
tions occurred. Chinese troops
were sent to operate on the Sze-
chuen frontier against certain
"insurgent" lamas, whom they
handled severely. When the
Dalai Lama attempted to give
orders that they should cease,
the Chinese disputed his authority
and Chinese troops invaded the
city. The British Government, in
view of the apparent intention
of China to establish effective
suzerainty in Tibet, drew the at-
tention of the Government at
Peking to the necessity of strictly
observing its treaty obligations,
and especially pointing out that
the integrity of the frontier States
of Nepal, Bhutan, and Sikkim
must be respected.

The present Government of
China, it is clear, apparently is
in need of a similar reminder.

News in Brief.

The forthcoming wedding is an-
nounced of Vivian Alfred Shaw, of
No. 2 Third Lane, Tai Hang, Cause-
way Bay, to Jenny Fry of the same
address.

For using threatening and abusive
language toward a Chinese Police
Constable in uniform while on duty,
a Chinese was at the Kowloon
Magistracy this morning fined \$5
with the alternative of seven days' jail.

Fines totalling \$17, were imposed
on the occupier of 723, Nathan
Road, at the Kowloon Magistracy
this morning, in connection with
two summonses concerning de-
fendant's dogs, which had no
muzzles and no licences.

With three previous convictions
registered against him, a Chinese,
who could not give a satisfactory
explanation of the possession of an
iron shackle, was at the Kowloon
Magistracy this morning sentenced
to three months' hard labour.

An unemployed Chinese, of Ko
In, who stole some vegetables,
mellons and chillies from a garden
at Ma Tau Wai, was at the Kow-
loon Magistracy this morning
sentenced to twelve weeks' hard
labour.

Whilst working on the staircase
of 23, Peking Road, Kowloon, yes-
terday afternoon, two Chinese,
Leung Chau (46) and Lau Kam
(23), were injured when the wooden
door of the top floor suddenly came
off its hinges and fell down on them.
Both men were taken to the Kow-
loon Hospital.

CORRESPONDENCE

AUTOMATIC TELEPHONES.

[To the Editor of the "China Mail"]

Sir,—Re the statement by an
official of the Telephone Company
giving an explanation regarding the
faulty working of the new automatic
system, my experiences with the
telephones may be of interest to your
readers.

On Monday last in the premises
of the Chinese Club I made eight at-
tempts to get in touch with a sub-
scriber. There are two telephone
instruments in the Club, and I used
them both. In the case of the first
instrument, the first three attempts
to get through resulted in the
dialling tone continuing its merry
trill after I had finished dialling in
the prescribed manner. The fourth
try resulted in dead silence. The
second instrument also gave me the
dialling tone after I had finished
spinning the dial around; the third
try gave me the "Line Engaged"
tone, while at the fourth attempt I
heard the "Ringing Tone," but
before I could get an answer
from the subscriber called, some
employee of the Telephone Com-
pany chipped in and told me the
line was "engaged."

I then made my way to the offices
of a friend, a professional man,
to use his phone. Here, again, the
results were disappointing.
To forestall the charge that I
might not have used the telephone
correctly, I will say that I use one
method only—the correct one. And
it is also fair to say that during
the last three days I have had calls
put through properly, but this, of
course, only shows that my dialling
was in order but that there must be
something radically wrong with the
"phone system since I used the
same method of dialling through-
out. As regards the statement that
the "phone muddle was caused by the
Chinese element of the population
"monkeying" with the new phones,
Mr. Sherry may be interested to
learn that in Canton an automatic
"phone system has been in operation
for the past year without giving the
least bit of trouble, and the installa-
tion was completed and put into use
without any intimation to the public
on the operation of the instruments
apart from the usual instructions
contained in the directory. Here in
Hong Kong for weeks past half page
displays have been appearing in the
daily newspapers telling the public
what to do and what not to do and
so on, and still the thing does not
work. Perhaps Mr. Sherry will be
kind enough to explain why it is
that in Canton the "monkeying"
had no effect on the system there?
Or, if he does not know, will he get
in touch with our Chinese friends
there and learn from them how to
operate an automatic telephone sys-
tem properly and efficiently?

And, lastly, perhaps the Telephone
Company, through Mr. Sherry, may
be kind enough to make a public
apology to the Chinese for the
gratuitous insult offered them in
the statement that the telephone
system was disorganised through the
"monkeying" by Chinese subscribers
and their employees?

Yours, etc.,
Y. S. CHEN.

Hong Kong, May 7.

MUI TSAI IN MALAYA.

Reference to Sir Cecil
Clementi's Report.

NOT PERMITTED.

London, Yesterday.
In the House of Commons at
question time, Mr. Drummond
Shiels said that a report received
from the High Commissioner in
Malaya (Sir Cecil Clementi) re-
garding Mui Tsai had satisfied
Lord Passfield that no feature of
this social custom was permitted
matter, which strictly concerned
only China.—Reuter.

BURMA 'QUAKE.

Parts of Famous Pagodas
Destroyed.

RICE MILL ENGULFED.

Rangoon, Yesterday.
As a result of the earthquake,
some of the railway bridges have
collapsed, and train services are
dislocated.

The golden tops and inlaid jewels
of the two famous pagodas of
Shwedagon in Rangoon and
Shwemawdaw in Pegu have been
destroyed.

A rice mill at Pegu has been
completely engulfed; and a cinema
collapsed during a performance,
the bodies of the victims being
still in process of being extricat-
ed.

Fire is smouldering in the ruins
of the devastated part of Pegu, and
it is feared that when it has been
extinguished the death toll will be
further swollen.

An unconfirmed report states
that Thongwa island has dis-
appeared.

Corrected Death Roll.

Rangoon, Later.
Very exaggerated figures of the
earthquake casualties have now
been authoritatively corrected to
four hundred killed at Pegu and
over two hundred killed and injur-
ed at Rangoon.—Reuter.

[Thongwa is given in the maps
as the name of two South Burma
towns, one about 23 miles south-
west of Rangoon.]

ELECTION AHEAD.

Surprise for Canadian
M.P.'s.

TARIFF CHANGES.

Ottawa, Yesterday.
In the course of a Budget debate
in the House of Commons, Mr. Mac-
kenzie King announced that a gen-
eral election in Canada would be
held in the autumn.

The announcement surprised the
House, and was contained in a brief
statement in reply to the Conserva-
tive opposition leader, Mr. Bennett,
who moved an amendment involv-



Mr. Mackenzie King.

ing a vote of non-confidence in the
Government on the general ground
of its alleged insincerity regarding
the Budget tariff changes recently
announced. Mr. Bennett asserted
that Mr. Dunning's proposals were
completely at variance with the
Government's declared policies.
Mr. Mackenzie King replied that
a Government armed with the peo-
ple's mandate should represent
Canada at the Imperial Economic
Conference.

It is expected the election will
be held late in August or early in
September.—Reuter's American
Service.

"NEW MONEY."

Detention of Customs
Revenue.

DRASTIC ACTION.

Peking, Yesterday.
Chu Ao-hsiang made a state-
ment this evening regarding the
detention of the Customs revenue
at Tientsin.

He said it was "new money" at
stake, namely the extra amount
coming in as a result of the en-
forcement of the National tariff,
which Mr. T. V. Soong would have
found useful to pay troops and
buy explosives. If he had secured
his own loans thereon, it was his
lookout.

Yen Hsi-shan, he said, was de-
termined on drastic action, after a
reasonable delay, in order to pre-
vent these sums going to the
Nanking faction. Steps had been
taken to convey the last warning
to the Commissioner of Customs,
and if the warning failed, the
matter would be settled by other
means.

Chu Ao-hsiang declared that the
location of the Customs House on
the French Concession would not
be a cause of difficulty, but he
did not think matters would come
to pass necessitating police action.
He had received categorical as-
surances that none of the "Leg-
ations" proposed to intervene in the
matter, which strictly concerned
only China.—Reuter.

GREAT TORNADO.

Baby Snatched from
Mother's Arms.

ENORMOUS DAMAGE.

Dallas, Texas, Yesterday.
At least forty-four people have
been killed in tornadoes sweeping
over a wide area in the central
district as far south as San Antonio.
It is probable that the death toll
is higher, but the storm has de-
stroyed the telegraphs.—Reuter's
American Service.

Later Details.

Dallas, later.
Hitherto twenty-eight identified
and two unidentified bodies are
reported from Frost (Navarro),
also a negro baby snatched from
its mother's arms by the wind.
Eight out of a family of nine
Mexicans were killed on a farm
in Kennedy.

The tornado started at Waco,
and swept northwards, cutting a
path three hundred yards wide
in parts of McLennan Hill and
Navarro counties, wrecking farms,
and also many buildings in the
business district of Navarro.

A mechanic was killed at the
aerodrome in San Antonio. A
farmer and his wife and three
children were killed on a neigh-
bouring farm.

The top floor of a school house
was blown off but the pupils, who
were below stairs, were unhurt.
Fifty were injured in various
parts, and a number hurt by flying
glass, in Dallas.

It is now believed that seventy-
three were killed and hundreds
injured by the tornado, while
immense damage has been done
to property.—Reuter's American
Service.

BUSH FIRES.

Hundreds Homeless in
America.

New York, Yesterday.
The bush and forest fires which
have already rendered hundreds
homeless still continue to cause
alarm on the eastern seaboard.
The fires have been aggravated
by a spell of dry weather accom-
panied by high winds. Some of
the conflagrations are now under
control, but at least two new fires
have started.

Matters are so bad in Massa-
chusetts that the trout season has
been declared closed, and every
able-bodied man has been called
out to fight the flames.

Conditions are worst in the
vicinity of the Taconic mountains,
but a number of fires are also
damaging valuable forests in
Maine.—Reuter's American Ser-
vice.

AIR PAGEANT.

Woman Aviator Wins the
Chief Event.

Air Vice-Admiral Sir Sefton
Branker, Director of Civil Avia-
tion, arrived for lunch in an air taxi
from Hanworth at Reading's first
air pageant at Woodley, near Read-
ing, on the occasion of the opening
of the club-house of the Herts,
Bucks, and Oxfordshire Aero Club.
Four finalists—out of thirty com-
petitors—took part in the Berk-
shire, Hertfordshire, and Oxford-
shire private aeroplane race over a
thirty-mile course, and Miss Win-
fred Spooner, the well-known woman
aviator, was an easy winner.

Flight-Lieut. H. M. Schofield, who
took part in the Schneider Cup
Race, Flight-Lieut. F. W. Mackenzie,
and other well-known flyers, took
part in demonstrations.

Ten Years Ago

[From the "China Mail,"
May 8, 1920.]

To-day's dollar is worth 4/-
8/4d.

It is gratifying to find the
Hong Kong Chamber of Com-
merce coming into line with the
business men of other Crown
Colonies on the vexed question
of the Crown Agents and the mono-
poly they enjoy of Government
business to the detriment of Bri-
tish firms. It was in 1907 that
Hong Kong blocked the way to
co-operation. The West India
Committee had issued a circular.
There was talk of rapproche-
ment between Ceylon and Singa-
pore to end the evil. But Hong
Kong merchants for some in-
explicable reason, declared in
favour of the system.

The Committee of the Hong
Kong General Chamber of Com-
merce are now in entire sympathy
with the action by the Singapore
Chamber in the matter of inden-
tured labour, with a view to
Government allowing local firms
the opportunity to compete for
the business.

PERILS OF RIKISHA TRAFFIC.

GROWING DANGER IN SHANGHAI.

A CHINESE VIEW.

Hong Kong, apparently, is not alone in its rikisha traffic problem. "A Chinese" writing to the Sunday Times, says:

It is said in the Shanghai that a certain merchant named Chen Lee-ming, has recently sent an appeal to the National Ministry of Foreign Affairs, requesting the release of 5161 rikishas, the licences of which were withdrawn by the International Municipal Council in 1924, and now, for the relief of thousands of famine sufferers that the Chinese officials of the Ministry propose to the International Municipal Council authorities to restore the number of rikishas to 15,161 as formerly. The Ministry of Foreign Affairs has ordered Mr. S. K. Chen, the Chief of Staff of Foreign Affairs in Shanghai, to bring up the matter before the Municipal authority for an immediate settlement.

Simultaneously the Minister of Industry and Commercial and Labour has also sent a special deputy to Shanghai in connection with the matter.

Disadvantages.

Upon reading the above news, I would like the public and the authorities carefully to think over the proposition of increasing further the number of rikishas in Shanghai. Should the Municipal Authority favour the proposition and give back the held licences of some 5,000 rikishas, that might produce the worst disadvantages to traffic. Shanghai, since 1924 has had increased numbers of motor cars, buses, cargo trucks, trolleys and many other modern vehicles, and all of these would give no room for the rikishas to move freely on the roads. In the busiest parts of the town rikishas often stop the traffic and put the riders in danger.

Recent Rikisha Tragedies.

Two prominent instances lately happened in the Settlement involving two famous personages: one was an educationalist and the other was a doctor. Both of them were killed on the rikishas when the drivers wrongly made their way in front of motor cars. In looking at the present condition of the traffic in Shanghai, it evidently tells us that even the 10,000 working rikishas seemed not to have enough work to do for one can see rikishas parking at the sideways of every street waiting for engagement, and we know that the earnings of these rikisha coolies are very poor and limited. If this is the case, an increase in rikishas would probably kill their living; so the Shanghai Rikisha Union Labour Association sees this, and has advertised in today's Sinwappan declarations against the Municipal Authority to accept the said proposition of giving back the held-back licences of 5161 rikishas in due course.

Unsuitable Coolies.

Furthermore, these famine sufferers mentioned by the proposer in his statement, are the rural folks of Kiangpoh who are mostly ignorant and inexperienced with the driving work. Once they are put on the job of dragging rikishas, especially on the tracks of Shanghai, we really don't know what a confusion will be caused to the traffic, and the result must be serious to their own lives as well as the riders'.

TRAFFIC IN BOYS.

Produced before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on charges of kidnapping and harbouring two Chinese boys, of 1162, Canton Road, a Chinese named Cheung Fung was remanded for 48 hours, in Police custody.

Sub-Insp. Chester-Woods intimated that the prosecution are on the track of two others implicated in the case.

The two boys are still missing. In another case it was intimated by Det-Sergt. Meadows that the defendant (a woman) had been taken ill at the G.H., since her arrest.

A remand till Monday was accordingly granted. The woman is charged with kidnapping a Chinese boy, (3) from 248, Tai Nam Street, on April 30.

The question of air races, however, was discussed by the Society of British Aircraft Constructors, among whom the general feeling was in favour of a race on a formula drawn up with a view to elucidating certain qualities of the aircraft. The Royal Aero Club has decided to run such a contest concurrently with the King's Cup Air Race, instead of the usual handicapped based on reputed performance; and this is in accordance with the desires of manufacturers and designers.

ROUND THE CINEMAS

Ronald Colman in "Condemned."

FILM OF MANY THRILLS.

Michel Ronald Colman.
Madame Vidal Ann Harding.
Vidal Dudley Digges.
Jacques Louis Wolheim.
Pierre William Elmer.
Vidal's Orderly Albert Kinsley.
Vidal's Orderly William Vaughn.

Of the 49 talkies hitherto produced at the Queen's Theatre none is so full of thrills, suspense and pulsating sensations as "Condemned." True it is that "man's inhumanity to man" makes countless thousands mourn, but the bard who wrote that knew nothing of the appalling horrors of Devil's Island, the French penal settlement from which only one authentic case of escape has ever been recorded. Only on such an outcast island can "man's inhumanity to man" be pictured in grim reality. Not only is it a living grave—it is an incarnation of all the revolting iron, discipline and bestial cruelty toward men of varying degrees of criminality. The producer of "Condemned" has done more than produce what in film phraseology is term "colour"—he has invested the picture with an atmosphere calculated to shake civilisation to its foundation and clamour for the total abolition of such places as Devil's Island no matter whose flag flies over them. Let criminals be punished by all means—as they sow so must they reap—but there ought to be a gap between discipline and brutality for brutality's sake.

It is not easy to dismiss the grim scenes in "Condemned" as "only a picture." One only marvels at the ease with which the actors and the chief actress enter into the spirit of the film. They all combine to make a triumph of their respective parts. Ronald Colman, it may be expected, is singled out not because of the prominence given to him by the producers in preliminary articles, but because his is a long and trying ordeal even for a film artist. Ann Harding, who comes from the legitimate stage to the talkies, wins the sympathy of all—and that, of course, implies that none other could fulfil her role with an equal measure of success. But honours must go to Dudley Digges, whose acting, invested the film with a sense of reality it could not otherwise possess.

"Condemned" is more than a fine talkie—it is a triumph for all concerned in any way, large or small, with its production.

CAMBAE MOSQUITO.

Eats All Other Mosquitoes.

[Extract from the minutes of a meeting of the Pan-Pacific Science Council in Honolulu. O. H. Swezey, entomologist, speaking.]
"This mosquito story has reference to the fact that we are attempting at present the introduction of a new mosquito to the Hawaiian Islands. This particular mosquito has a peculiar habit of eating other mosquitoes."

"There have been known in different parts of the world mosquitoes with this habit but not a great deal has been known about them nor much study given to them. A few months ago when Mr. Muir was here he stated to one of the prominent men in the Planters Association that something might be done with the experiment station entomologists travelling abroad in various parts of the world to give some attention to finding names of the mosquitoes. We have three well known mosquitoes here and every one of them is a nuisance. So Mr. Pemberton, one of the entomologists at the H.E.P.A. experiment station, working on other projects at New Guinea, found one of these so-called carnivorous mosquitoes, whose larvae, living in water holes where other mosquitoes breed and produce their wrigglers, feed upon the others and in that way helps to reduce the number of the detrimental mosquito."

"Whereas this mosquito has a bill in proportion to the size of the animal, it doesn't use it to bite people or suck blood. It normally feeds upon fruit juices. So Mr. Pemberton, having found this mosquito, made some observations and took advantage of an opportunity to send up a few of the larvae by a tramp steamer from New Britain Island where he was located. New Britain Island is off to the northeast from New Guinea and really a part of the territory of New Guinea. Recent geographic changes have resulted in New Guinea becoming considered as a territory including one other island besides the great island. "So last Saturday this tramp steamer docked and we secured the mosquitoes. We had very little idea of what shape they would be in but what turned out to be about 49 larvae arrived alive—and we have those now trying to induce them to eat enough to become mature. From them we can get a

RATIONALISED WORKER.

A FINER AND MORE ALERT TYPE.

WOMAN'S CHANCE.

The physical aspects of rationalisation were discussed by Dr. C. Delsie Burns at a conference of works directors, managers, foremen, and forewomen, held at Balliol College, Oxford.

He predicted that there would be a decrease in heavy labour, and the disappearance of the navy; less beer drinking and less bread eating; People would not be so sleepy, slow, worn-out, and exhausted. With the removal of a great deal of muscular work there would be a greater place in industry for women. In America rationalisation had already occurred in the kitchen. That would come to Britain, decreasing the labour of women in household and increasing their opportunities for intellectual activities.

"A young Durham miner," said Dr. Burns, "told me that if a young man of twenty-five or thirty wanted to get married he found that the girls would consent only on condition that they had no cooking to do for the night shift (as there were Thermos flasks), and that they had two evenings in the week for themselves. The young miner put this down to the education of the elementary school."

Mechanised Homes.

"A third thing which he said the girls demanded was that there should be no ornaments on the mantelpiece." (Laughter.) Rationalisation meant the mechanisation of domestic life. We should have a much finer type of man and woman among manual workers, less of the rough, heavy, sleeping type; a type, therefore, much more difficult to govern because much more highly strung, but much more amenable to reason because more alert.

Dr. Burns said that to be beneficial rationalisation depended on having a new sort of man and woman in management. "We want not a heavy, slow-witted, kindly old gentleman who drinks beer and eats a lot of bread and works it off in industry, but a more alert, agile person willing to make changes."

"Old Bills" Out of Place.

Another speaker, Major L. Urwick, dealing with employers, said the attitude of Old Bill, the imperious old soldier of Bairnsfather's war-time cartoons, in so far as it represented a refusal to be rattled, was a priceless value, but part of it was lack of imagination and part a profound dislike of change. There might have been a "better" ole, but it was clear that "Old Bill" would never have taken the action necessary to find it unless he had been blown into it.

Action was urgently necessary in British industry. For ten years we had had over a million unemployed and to-day were threatened with two millions. This barrage of misfortune was partly inevitably the result of circumstances outside our control, but it was not enough to make the best of the situation as it was. British industry, judging by its public utterances, was led and staffed by "Old Bills."

No "Hush Hush" Engines.

Sir Henry Fowler, chief mechanical engineer of the L.M.S. Railway Company, urged the breaking down of jealousy between firm and firm.

Dr. Northcott, the chairman, observing that he thought the conference was in sympathy with Sir Henry's point of view, asked, "But why do the L.M.S. and L.N.E.R. make us 'hush hush' engines?" "The engines," replied Sir Henry, "are neither of them 'hush hush.' That term applies simply to the way in which the exhaust comes out of the chimney. (Laughter.) Mr. Gresley (chief mechanical engineer of the L.N.E.R.) showed me the whole of his drawings and I did the same with mine."

stock to carry on the breeding and get this large mosquito established here. Possibly it will be a factor in helping to check the mosquitoes. The fact that we were able to take care of these mosquitoes is due to the mosquito research work of the Pan-Pacific Research Institution with Mr. Weirich and Mr. A. A. assistance supplying us with the mosquito wrigglers of the common variety to feed these others on. They are thriving. Just yesterday one of the mosquito wrigglers arrived at the puberty stage and matured, so we have one adult mosquito. It is a very small, beginning and Mr. Pemberton advised us it was a trial shipment and that he would send others later on if he is able to secure them."—Pan-Pacific Union Bulletin.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Function.
To-morrow—Tea and Dinner
Dances at Peninsula Hotel, 5 and 3.30 p.m. respectively.

Entertainments.
To-day—Queen's Theatre.
"Condemned."
To-day—Star Theatre.
"Love."

To-day—World Theatre.
"Big City," 5.15 and 9.20 p.m.;
"Feng Yang Tiger" (Chinese picture), 2.30 and 7.15 p.m.

To-day—Majestic Theatre.
"The Sunset Legion."
Sports

See Special Sports Diary on page 8.

Home Mails.
To-day—Inward from U.S.A. and Europe via Siberia (Empress of Canada).

To-morrow—Inward from Europe via Suez (Khiva), from U.S.A. and ports (President Jackson).

Lammer's Auction.
To-morrow—At Sales Room, Duddell Street, household furniture, 2.30 p.m.

Meetings.
To-day—Society for the Prevention of Cruelty to Animals, Messrs. Jardine's Board Room, 5.15 p.m.

May 16—Forty-ninth annual meeting of Canton Insurance Office, Ltd., Messrs. Jardine's Office, noon.

May 30—Union Insurance Society of Canton, Ltd., 11 a.m.; China Fire Insurance Co. Ltd., 11.15 a.m.; British Traders' Insurance Co. Ltd., 11.20 a.m. respectively.

Miscellaneous.
To-morrow—Union Church Annual Spring Jubilee Sale, 2.30 p.m.

To-morrow—Arrival of H.E. Sir William Peel.
May 10—St. Paul's Institution Blessing of News-Chapel, 3.30 p.m.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:

6-6.30 p.m.—Children's Programme.
6.30-8 p.m.—Programme of H.M.V. & Victor Records by courtesy of Messrs. Moutrie & Company.

"Morning, Noon and Night in Vienna" (Supper).
Vienna Philharmonic Orchestra conducted by Professor Robert Heger.

"Don Carlos—O Don Fatale (Oh, Fatal Gift)" (Verdi).
"La Favorita—O Mio Fernando (Oh, Dearest Ferdinand)" (Donizetti).
Sigrid Onegin, Contralto with Orchestra.

"Sweetheart" (Strauss).
"Clipsy Love" (Lohar).
International Concert Orchestra.

"Night Winds" (Oscar Levant).
"Until Love Comes Along" (Oscar Levant).
Bobe Daniels, Soprano with Orchestra.

"A Keltic Lament" (Foulds).
"Valse Triste" (Sibelius).
Victor Olof Sextet, Instrumental Sextet.

"Andrechenier—Un Dillazurro Spazio" (Once Over the Azure Fields) (Gordano).
"Le Fanciullato West—Chella Mi Greda Libro (The Girl of the Golden West—Let Her Bekueve)" (Fucini).

Armand Tokatyan, Tenor with Orchestra.
"Ballad No. 3" (Chopin).
Bonnie Mosevitch: Pianoforte Solo.

"Peer Gyn" (Grieg).
Royal Opera Orchestra, Covent Garden, Guest Conductor—Eugene Goossens.

"Sergeant Flagg and Sergeant Quilt" (Low Klein-Billy Moll).
"I Can't Sleep in the Movies Any More" (Fields-Hall-Van Cleve).
The Happiness Boys (Billy Jones-Ernest Haro).

"Love Lies" Selection.
"Five O'Clock Girl" Selection.
New Mayfair Orchestra. (Massenet-Crawford).
"Souvenir" (Ordn-Crawford).
Jesse Crawford, Wurlitzer Organ.

8-10.30 p.m.—Chinese Programme.
9 p.m.—Weather Report.
10.30 p.m.—Close Down.

GOVERNOR FREED

No Blame for Killing a Man.

Based upon the finding of the Department of Public Prosecution, the Minister of Interior, Bangkok, issued an order waiving all responsibilities against Phra Rajayati, Rajasaba, governor of Changvat Samud Songgram, in shooting to death recently a non-commissioned officer at a wat fair. A special committee was appointed to make an inquiry into the incident following which the report of

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Hong Kong, 8th May, 1930.

RECEPTION ON THE ARRIVAL OF H.E. SIR WM. PEEL, K.B.E.

OFFICIAL WELCOME AND PRESENTATION OF ADDRESS.

INFORMATION has now been officially received in the Colony that H.E. Sir WM. PEEL, K.B.E., will arrive in this Colony on FRIDAY morning, the 9th instant. Instead of Thursday morning, the 8th instant, as previously intimated.

The arrangements and times as previously published for the 8th instant will stand for the 9th instant, the day only being changed.

ARRIVAL OF H.E. SIR WILLIAM PEEL.

ON H.E. SIR WILLIAM PEEL leaving Queen's Pier he will, accompanied by H.E. The Officer Administering the Government and party, proceed in motor cars in a westerly direction down Connaught Road Central and Connaught Road West. At Shek Tong Tsui he will turn up Hill Road and thence by Queen's Road West and Queen's Road Central to the City Hall, where the public address will be presented.

It is hoped that occupiers of premises adjoining the route taken, will make a suitable display of flags and bunting.

RECEPTION ON THE ARRIVAL OF H.E. SIR WILLIAM PEEL, K.B.E.

OFFICIAL WELCOME AND PRESENTATION OF ADDRESS.

AT A PUBLIC MEETING held at the City Hall on FRIDAY, the 4th April, it was decided to present H.E. Sir WILLIAM PEEL, K.B.E., with an Address of WELCOME on his arrival in this Colony, which will be during the morning of the 9th May next.

At the same Public Meeting it was decided that the whole of the Theatre Royal should be thrown open to the public without charge save only that the stage be reserved for the Reception Committee, Members of the Executive and Legislative Councils, Representatives of the Navy, Army and Air Forces and the Heads of Public Departments, the first two rows of the stalls for the Consular Body and their wives and the representatives of the Churches, also the first two rows of the dress circle for ladies.

It is hoped that as many residents of the Colony as possible will attend this Public Meeting at the Theatre Royal, and thus give a practical demonstration of the support of the Colony to its new Governor.

This committee was submitted to the Department of Public Prosecution to study whether the official action justified the situation. The department's final report was that no responsibility could be taken by Phra Rajayati who was acting in the course of his duty.

The governor, it will be recalled, went to a religious fair at a monastery, having been informed that there was going to be a disturbance at the occasion. In the course of rounding up the suspicious characters following the expected affray, a man intervened so as to prevent the authorities from making arrests. The Governor approached the group to enquire what the matter was whereupon the person mentioned drew out a firearm. Phra Rajayati, it appeared, was quicker on the draw and shot the man dead. It was later discovered that the man who was shot was a non-commissioned police officer of the neighbouring district. He came to the fair in plain clothes. —Bangkok Daily Mail.



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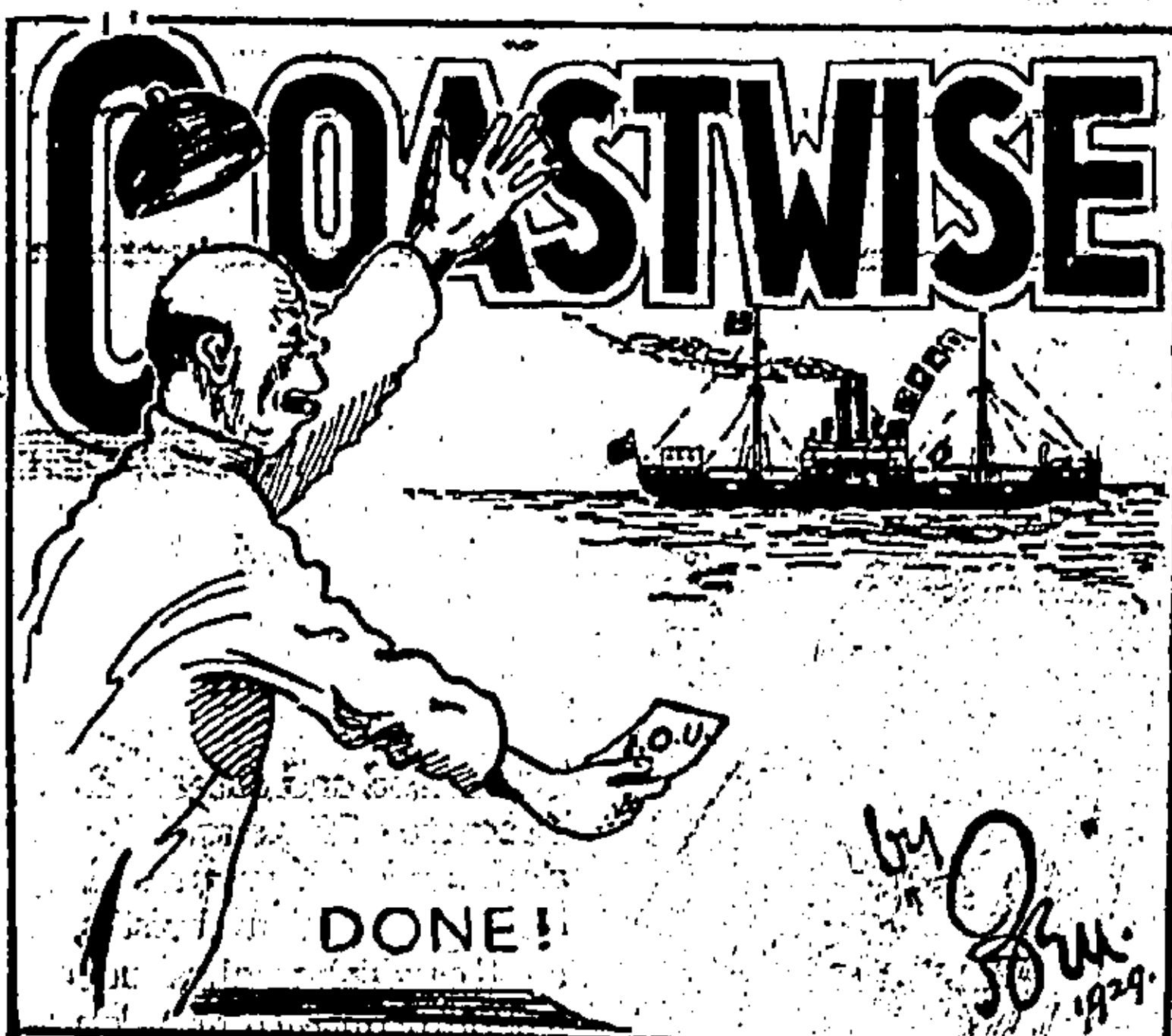
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Sport Columns

TOURISTS IN TROUBLE
AT LEYTON.WOODFULL BOWLED.
TEAM DISMISSED FOR ONLY
156 RUNS.

London, Yesterday.
A tricky wicket at Leyton provided a very interesting day's play. The Leyton ground is usually the home of tall scoring cricket, as four matches in last season's programme will indicate. In four matches on the Leyton ground 4,260 runs were scored for the loss of only 106 wickets. To-day, however, the wicket was of such trickiness that the strong Australian batting side were dismissed for 156 runs.

The tourists opened with W. M. Woodfull and W. H. Ponsford, but met with an early reverse when in the third over of the day, Woodfull, "the unbowled" had his balls dislodged by a fast low-keeping ball from Palmer. This is the second time during the present tour that Woodfull has been bowled. The previous occasion was when in the first practice game at Lord's, A. Fairfax knocked his off stump out of the ground.

Nine runs for one wicket, and that wicket Woodfull's, was a startling opening to the game, but as the result of a partnership between Ponsford and Alan Kippax, 67 runs were added for the second wicket, the score board showing at the luncheon interval 66-2-39. In making 39 runs Ponsford took an hour and forty-five minutes, showing extreme caution after seeing his captain bowled.

Kippax carried on the good work, but lacked support from his colleagues, who were unable to play the bowling of Palmer with any degree of confidence. Through this lack of confidence the Australians lost their advantage of 66-2, and the remaining batsmen were dismissed for 90 runs.

Alan Kippax, proving the backbone of the side, made 57 runs in a patient innings which lasted two hours and a quarter. Amongst his best hits were included three 4's.

H. J. Palmer, a young fast bowler, took five of the tourists' wickets for 40 runs.

Palmer played only once for Essex last season and on the Leyton ground took five Worcestershire wickets for 97 runs. Essex would well be advised to keep an eye on this youth and endeavour to induce him to play more often for the county.

At the close of play Essex were 113 runs behind with seven wickets outstanding—Reuter.

Scores:
Australians: 156
A. F. Kippax 57, W. H. Ponsford 39, H. J. Palmer 6-40.
Essex: 43-3.

Races for high-speed land aeroplanes of the Aerial Derby type have declined, and the Schneider Maritime Trophy is now the great speed-research occasion. But the United States will hold a high-speed land aeroplane race this year, and this is apparently leading to a revival of the contrivance for dropping the landing carriage after the start, in order to save air resistance. Many accidents were caused by these experiments a few years ago.

Our Sports Diary

LOCAL

Tennis—May 10—Tennis League commences.—Division "A"—H.K.C.C. v. C.R.C.; S.C.A.A. v. I.R.C.; M.B.K. v. K.C.C.; Division "B"—C.R.C. v. N.C.; H.K.C.C. v. C.S.C.C.; U.S.R.C. v. H.K.U.T.C.; E.Y.M.C.A. v. I.R.C.; K.C.C. v. C.C.C.; Division "C"—C.S.C.C. v. H.K.C.C.; C.T.C. v. F.C.; K.C.C. v. C.R.C.; Club de Reverso v. I.R.C.; H.K.U.T.C. v. K.I.T.C.

May 12—K.C.C. tournament commences.
Rifle Shooting—May 30—Distribution of Prizes, Volunteer Headquarters.
Racing—May 17—Extra Race Meeting.

Lawn Bowls—May 10—Taikoo R.C. v. Police R.C.; C.C.C. v. Kowloon C.C.; K.B.G.C. v. K.D.R.C.; Club de Reverso v. C.S.C.C.; Division II—C.S.C.C. v. Taikoo R.C.; Yacht Club v. Club de Reverso; K.C.C. v. K.B.G.C.; Electric R.C. v. C.C.C.

May 10—Entries for Open Singles Championship close.
Water Polo—May 10—Entries close for League, 6 p.m.

HOME

Golf—To-day & To-morrow—British Professional Championship, Southport.
May 12-16—British Ladies' Open Championship, Formby.
May 15—Walker Cup—Great Britain v. America, St. George's Golf Club.
May 23-24—England v. Scotland, St. Andrew's.
May 26-31—Amateur Championship, St. Andrew's.
Racing—May 13—Chester Cup.
May 17—Jubilee Handicap, Kempton Park.
Cricket—May 17-19—M.C.C. v. Australians, Lord's.
May 31-June 3—Test Trial Match, England v. The Rest, Lord's.

TENNIS.

Players for First League Matches.

The following have been selected to represent the K.C.C. in their League fixtures on Saturday:

Versus M.B.K. on the M.B.K. courts at 4 p.m.:—
E. C. Fincher (Captain) and E. F. Fincher; Thomas Lay and A. E. Guest; W. Hyde and G. Boedker.

Versus the Craigengower Cricket Club, home ground at 4 p.m.:—
L. Jack (Captain) and R. B. Hambley; F. Grose and J. Mackintosh; Wm. Gittins and A. T. Lee.

Versus the C.R.C. on the K.C.C. ground at 4 p.m.:—
W. Brown (Captain) and N. Mackay; F. I. Zimmerman and D. Laing; Geo. Lee and G. Hedley.
C.C.C. Teams.

The following have been selected to represent the Craigengower Cricket Club in their League fixture against the Kowloon Cricket Club on Saturday:—
Henry J. Howard, Joseph W. Leonard, William J. Howard, Arthur B. Hanson, Armin Kitchell and George Lia.



(Left to right) F. W. Kemp, Walter and Thomas Cambridge, British players who eliminated R. P. Holden and R. M. Ernest, Philadelphia players in the National Doubles Racquet matches at Philadelphia.

WHEATCROFT DOWN AGAIN.

BUSY BEE WINS SHANGHAI CHAMPIONS.

RECORD TIME PUT UP.

Wheatcroft, a big fancy for the Shanghai Champions, failed again yesterday, when Busy Bee (Bowling up) won comfortably by three lengths. The time, 2 mins. 32.2/5 secs., was a record.

According to a Reuter message, a sensation was caused by the last minute suspension of Mr. Victor Haimovitch, who was to have ridden Busy Bee. It is alleged that he asked Doctor Edgar, who held the big sweep ticket on the pony, to sell him a tenth interest. Dr. Edgar is reported to have refused, and to have reported the rider to the Stewards, who suspended him indefinitely.

Dr. Edgar is further said to have argued that he was afraid that Mr. Haimovitch would not ride at his best.

Sweep Winners.

The winning numbers in the "A" sweep were Busy Bee 98543. Wheatcroft 3454, Alligator 13910.

In the "B" sweep the numbers were 269, 37805, and 48573.

The winning ticket of the Powhattan Sweep was sold in Hong Kong. There were two ponies drawn by ticket holders in the Colony, these being, No. 10554, Busy Bee, and 3661, Debit Balance. Debit Balance did not start in the race.

The China Mail is indebted to the Hong Kong Club for the following details of the races:—

The Yangtze Cup.
Eve's Election Eve 1
(Mr. Haimovitch)
Day's Wedding Eve (Mr. Dallas) 2
Robson's The Crafty Bird 3
Time: 2 mins. 54/5 secs.

The Hart Legacy Cup.
Toeg's Nth 1
(Mr. Pote-Hunt)
We Two's Oh Kny 2
(Mr. Dallas)
Day's Poppyland 3
Time: 56/3/5 secs.

The Racing Stakes.
Mr. and Mrs. A. V. White's Merry Dancer 1
(Mr. Collico)
Black's Navigation (Mr. Noddy) 2
W. H. & Hunt's Honan 3
(Mr. Maitland)
Time: 2 mins. 52/5 secs.

The Rubicon Plate.
We Two's Mister Cinders 1
(Mr. Haimovitch)
Liddell & Purrell's Drury Lane 2
(Mr. Deitz)
Cire's Waylight 3
(Mr. Moller)
Time: 2 mins. 41 secs.

The Dainty Scramble.
M. & L. G's Western Park 1
(Mr. Rothe)
McBain & Sokoloff's Vecheerock 2
(Mr. Sokoloff)
Angus Ferguson's Pottrel 3
(Mr. Maitland)
Time: 57/4/5 secs.

The Chefoo Handicap: "A" Class.
Sequeira & Gray's Royal Bee 1
(Mr. Collico)
Billie's Yesterday Eve 2
(Mr. Haimovitch)
Wayfoong's Debit-Balance 3
(Mr. Clark)
Time: 2 mins. 56/3/5 secs.
*Dead heat.

The Chefoo Handicap: "B" Class.
Cire's Bluebird 1
(Mr. Deitz)
Fred Simonsen & Fritz Breitung's Fandango 2
(Mr. McCann)
Hardy W. Fowler's Punt Gun 3
(Mr. Neada)
Time: 2 mins. 58/3/5 secs.

The Ningpo Cup.
Day's Engagement Eve 1
(Mr. Dallas)
R. H. McNair's Martin Harvey 2
(Mr. Rothe)
Robson's Summarization 3
(Mr. Brand)
Time: 2 mins. 40 secs.

The Shanghai Champion.
Eve's Busy Bee 1
(Mr. Bowling)
Liddell's Wheatcroft (Mr. Brand) 2
Toeg's Alligator (Mr. Pote-Hunt) 3
Time: 2 mins. 32.2/5 secs.
record.

The Jockey Cup.
Leinarchand & Springfield's Chilly Eve 1
(Mr. Moses)
Cire's Pride 2
(Mr. Minney)
Liddell & Purrell's Merry Lord 3
(Mr. Tingle)
Time: 2 mins. 39/4/5 secs.

The Newchwang Cup.
B. P. Lalcan's L'Amour 1
(Mr. Rothe)
Massachusetts's Sailor Boy 2
(Mr. Judah)
Toeg's Gree 3
(Mr. Pote-Hunt)
Time: 2 mins. 53/5 secs.

The Great Northern Handicap.
Toeg's The Hopeful (Mr. Pote-Hunt) 1
Kenjoy's Appleleaf (Mr. Brand) 2
We Two's Young Bill 3
(Mr. Maitland)
Time: 2 mins. 7 secs.

The Consolation Cup.
Leda's Firefly 1
(Mr. Maitland)
A. V. White's Star of Chekiang 2
(Mr. Neada)
S. A. Judah's Ptolemy 3
(Mr. Judah)
Time: 2 mins. 31/5 secs.

Result of Two Thousand Guineas.
London, Yesterday.
The result of the Two Thousand Guineas, run at Newmarket to-day over a distance of a mile, was:
Dolite 1
Paradise 2
Silver Flare 3
Twenty-eight ran. Won by two lengths, with a length between second and third.

Betting was 10/1, Dolite, 33/1, Paradise, 25/1, Silver Flare. Reuter.

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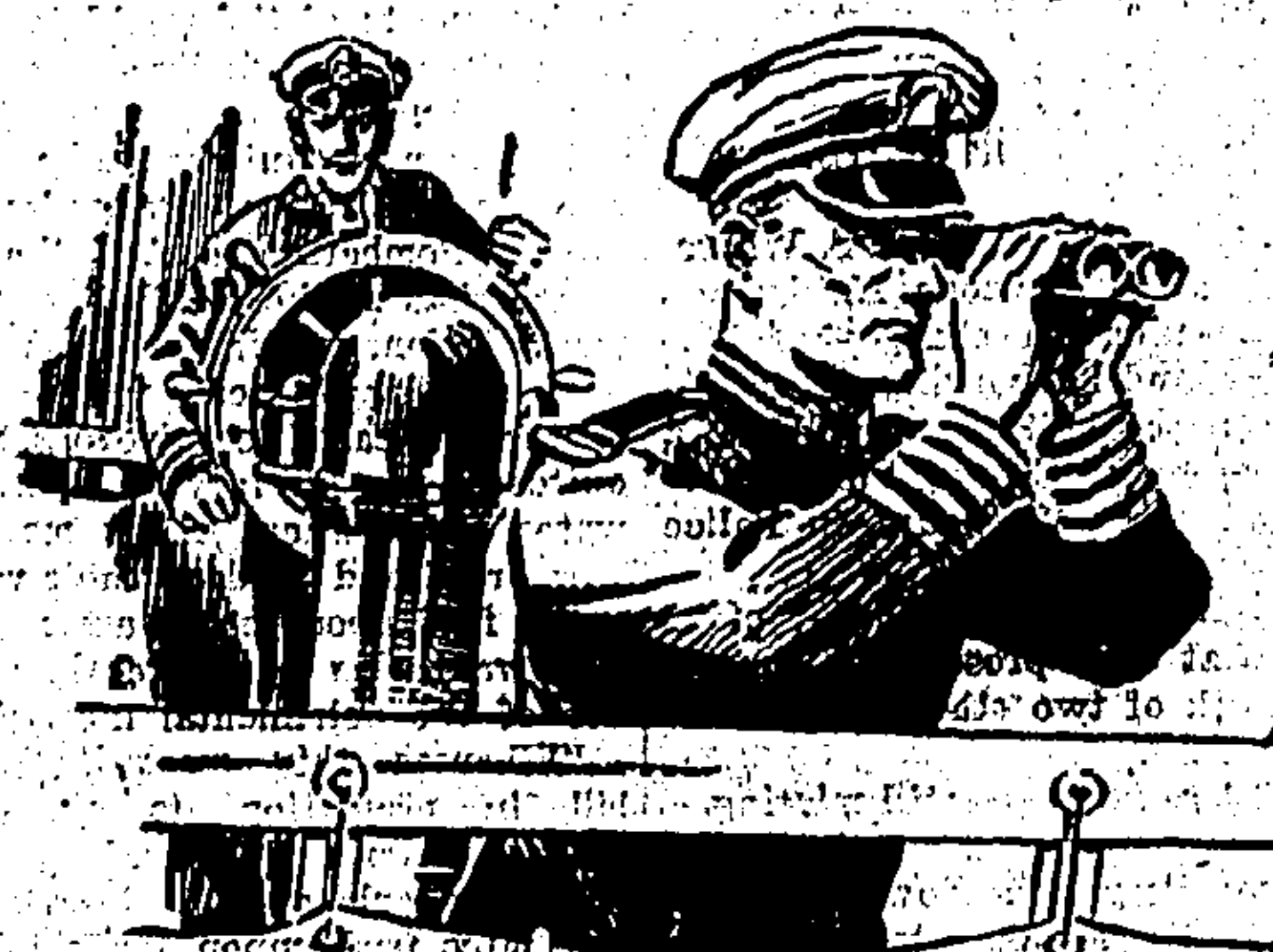
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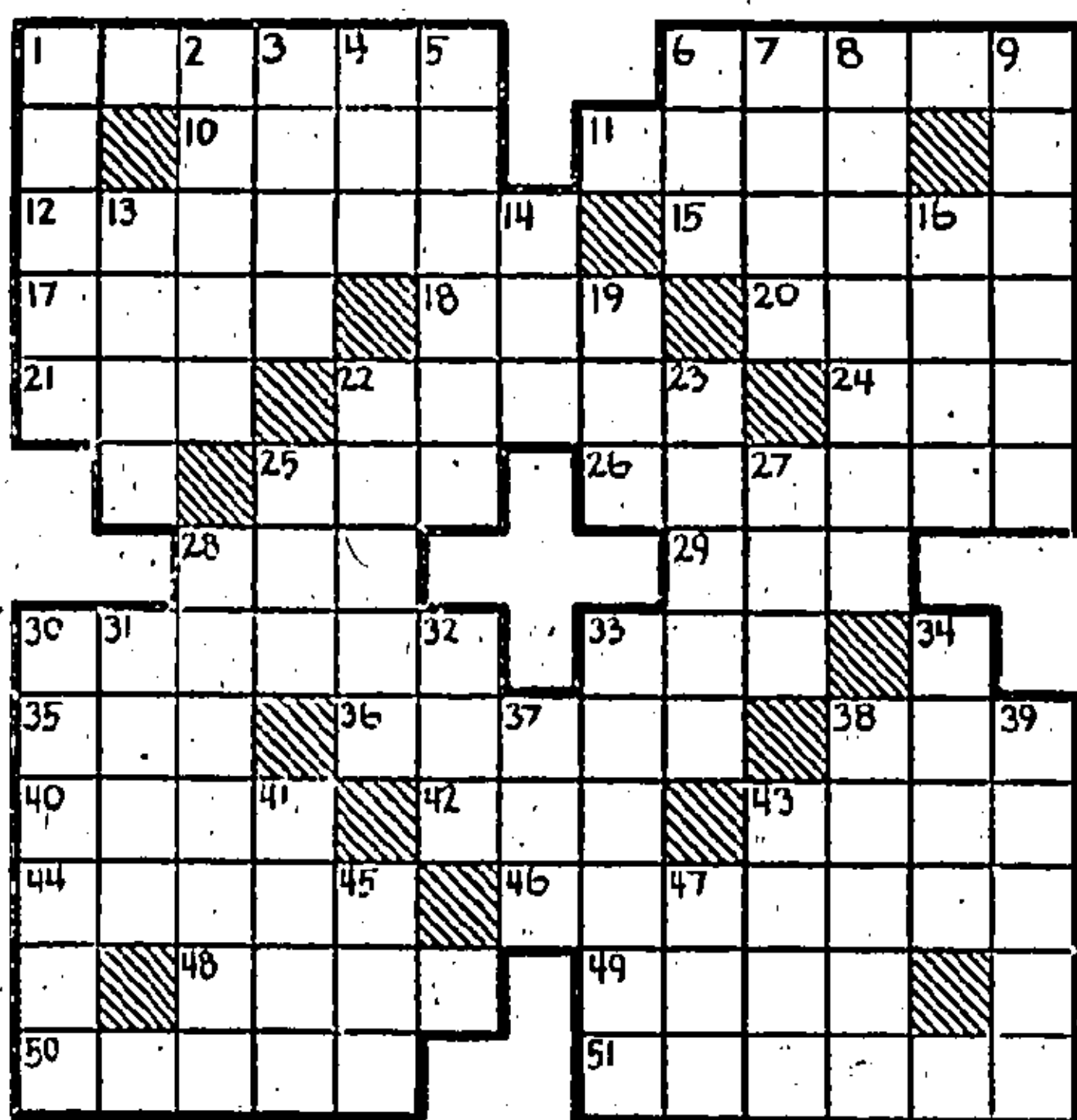
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL
1-Glued
6-English seaport on English channel
10-Extent of surface
11-Stupor
12-A city of N. E. Italy
15-Strong winds
17-Personal pronoun
18-City and Canton of C. Switzerland
20-A network
21-Sorrowful
22-Enjoyed
24-A large cask
25-Children's game
26-A tit
28-Small river island
29-A vegetable
30-To influence
33-To chop
35-Equality of value
38-A King of Judea
39-Cry of the crow
40-Stiffly proper
42-Prefix-not

HORIZONTAL (Cont.)
43-Father
44-Pertaining to place in general
46-Got away from
48-Inland sea, Russian
49-Turkistan
50-Of sounder mind
51-Joined

VERTICAL

1-Divide
2-Rescued
3-Largest of plants
4-Even, contracted
5-A free city of W. Prussia
6-To follow persistently
7-A Persian poet
8-Capital of Malta
9-To be indignant at
13-Seventh King of Israel
14-A diving bird

VERTICAL (Cont.)
16-A case for carrying small articles (French)
19-To obtain
22-Catch for fastening a door
23-Habitually took a drug
25-To blind
27-Cry, as a cat
28-A negro
30-A fruit (pl.)
31-A gambling game
32-A number
33-Largest island of Japan
34-A circular cloak
37-Fish eggs
38-A French King, 987-996
39-Walked through water
41-A female horse
43-A language of India
45-A Roman household god
47-A container

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

BID FOR AMERICA CUP.

SHAMROCK V. AND HER BIG TASK

CHANCES WEIGHED UP.

A correspondent of the London Observer, writing from Gosport on April 12, says:—

The first big event of what promises to be the best yachting season since war ended will be the launch here to-morrow of Shamrock V., the new Bermudan-rigged yacht which Sir Thomas Lipton has built to the design of Mr. Charles Nicholson for the purpose of making another attempt to win the America Cup. Greater public interest is being taken in Shamrock V. than was shown in any of her predecessors, and the people of Gosport are making her launch the occasion for quite a public festival. The Mayor has asked the townsfolk to decorate their streets and buildings, and they have responded to the request by clothing this ordinarily sombre-looking borough with a holiday garment of gaily hued bunting. Besides that, His Worship has secured the services of a military band to enliven the wait and provide music to mingle with the cheers which will roll lustily when the Countess of Shaftesbury sends Shamrock V. off the ways.

Only the privileged few will be able to see the actual naming ceremony. But there is space for thousands to watch, from the fore-shore, the yacht slide into the water. Given the fine day that is promised by the weather prospects, it is a foregone conclusion that as many thousands as can pack themselves along the quay side will do so, for everybody here wants to see Shamrock V. put afloat. Partly, this keenness is due to the opinion held amongst yachting men that with her Sir Thomas Lipton will have his first real chance of capturing the trophy which he has pursued for so long and in such sportsmanlike fashion. This opinion is based on the grounds that the conditions under which the races will be sailed and under which the competing yachts have built are more favourable to the challenger, than they were on previous occasions.

Strength and Lightness

Shamrock V. and the four American yachts from which the defender will be selected have been built to the New York Yacht Club's J. class rating. This imposed rules whilst giving designers scope for their ingenuity within certain limits, prevented any one of them producing a "freak" boat. The limits of waterline length were not less than 65 feet and not more than 87 feet; and weight had to be proportional to waterline length, the measure of rating being primarily the sail area. Variations in displacement and other particulars were thus possible within the rules laid down. And each of the five yachts built for the contest differs from the others according as her designer decided to use the latitude allowed him.

Shamrock V.'s principal dimensions are: Displacement 134 tons, overall length 119 ft. 10½ inches, length at waterline 81 feet 1½ inches, greatest beam 19 feet 7½ inches, extreme draught 14 feet 8 inches, height of freeboard 5 ft. 5½ inches. Her sail area is about 7,500 square feet, and her mast—a hollow one built up in sections of silver spruce—is 160 feet high. Her sails are made of Sudan cotton, and for the huge size of them she has quite short booms. The main boom is 62 feet 1½ inches long, the spinnaker boom and foresail boom are each 48 feet 6 inches long. Though lightly, Shamrock V. is yet very stoutly built. She has a composite hull with counter timbers of teak and steel frames planked over with mahogany, and her deck is of yellow pine. Strength and lightness of weight were specially studied in selecting her timbers. She is fitted with a centre board that can be raised and lowered through one of the two saloons she contains, whilst her hull is painted green above the waterline, which is marked by a broad white band.

The Defenders.
Only one of the four American yachts built as defenders is lighter and less on the waterline than Shamrock. She is the Enterprise—a foot less at the waterline than Shamrock V. and five tons lighter, but slightly broader in beam. Of the remaining American yachts the Whirlwind is five feet longer on the water line and 25 tons heavier than Shamrock V.; the Arabella is two feet longer on the water line and 14 tons heavier; and the Weetamoo is two feet longer at the water line and nine tons heavier.

It is hoped to have Shamrock ready for sailing within a week of her launch. After a tuning-up period she will compete at the Harwich regatta on May 17 and 18, and at Southend regatta of May 21 and 22. Then will follow a series of six races in the Solent, to which particular importance attaches, as they have been specially arranged by the Royal Yacht Squadron, the Royal Thames Y.C., the Royal Victoria Y.C., the Royal London Y.C., and the Royal Southern Y.C., for the purpose of trying out Shamrock V. against all the best of our big yachts. Great interest centres in these races from the fact that the King is bringing out Britannia to compete in them, and it is considered likely that His Majesty may sail in her in some of the contests. Subsequently Shamrock V. will visit Kingstown for the Royal Irish Y.C. regatta on June 16 and 17 and Bangor (Northern Ireland) for the Royal Ulster Y.C. regatta on June 20 and 21. No arrangement has been made for her to take part in the Clyde fortnight, as she has to prepare to cross the Atlantic in the middle of July.

The Races.

The races for the America Cup are to start on September 13 from a point nine miles S.E. of Brenton Lightship off Long Island, and are, if possible, to be continued daily until one of the competing yachts has won four races out of seven. The yacht which does that will be declared the winner. The first race will be 15 miles to windward and back, or to leeward and back if a windward course is not possible; the next will be sailed over a triangular course with legs of nine miles each. Subsequent races will be to windward—or leeward—and triangular alternately. Sir Thomas Lipton is taking to America for the cup races his new steam yacht Erin, in which he is spending this week-end in the Solent.

Have You Heard?

Policeman: Hey! Come out of that! No bathing allowed here! Dignified Victim (in pond): Pardon me; I'm not bathing. I'm not bathing, I'm drowning.

Englishman, to American (who is boasting about his country's humour): There is only one American who has ever made a good joke and driven it home.
Yank: Who was that?
Englishman: Henry Ford!

The baby car had stopped right in the middle of the road, and the driver was quite unable to get it going again. He was a picture of misery as he bent over the bonnet, furiously but vainly winding up. Then the driver of a lorry nearby added to his sorrow. "Hey, mate!" he yelled, derisively. "Why don't y' get one o' them eight-day ones?"

A priest arranged with a taxi-driver to call for him at a friend's house after a dinner party, and drive him home.

The driver was fond of a drop, and had had a quantity of drink when he called for the priest.

"Drunk again, Jim?" said the priest, as he mounted the car.
"Well," to tell you the truth, yer reverence," replied Jim. "I'm a bit that way meself."

Why a man was digging a hole in the road, two strangers came along and watched him.
"What are you digging for, my good man?" asked one.
"Money!" he replied.
The crowd increased.
"And when do you expect to find it?"

"Friday!"

Hubby: What! Dinner isn't ready again? Then, I'm going to a restaurant!
Wife: Oh! just wait about five minutes, sweetheart.

Hubby: And will it be ready then?

Wife: No; I'm coming with you!

Kitty: Jack says he can read me like a book.

Phyllis: You mustn't take Jack too literally, dear. He probably means that you are a very plain type.

A small boy was taking part in a local concert. He was only eight years of age, and recited so well that he was encored.

When he arrived home his mother asked him how he had got on.

"Why, I thought I'd done all right," replied the boy; "but they made me do it all over again!"

A tramp asked the proprietor of a circus for a job. He was informed that he could become a lion-tamer. He was assured that it was easy, and that the whole secret was in forcing the lions to believe he wasn't afraid of them.
"No," said the tramp; "I couldn't be so deceitful."

EXCHANGES

TO-DAY'S QUOTATIONS

On London—
Bank wire 1/5 15/16
Bank on demand 1/6
Bank 30 days' sight 1/6 1/2
Bank 4 months' sight 1/6 3/4
Credits, 4 months' sight 1/6 15/16
Documentary, 4 months' 1/7 1/16
On Paris—
On demand 92 7/8
Credits, 4 months' sight 100 2/8
On Berlin—
On demand —
On New York—
On demand 38 1/2
Credits, 60 days' sight 38 1/2
On Bombay—
Wire 100 3/4
On demand 100 3/4

On Calcutta—
Wire 100 3/4
On demand 100 3/4
On Singapore—
On demand 64 1/2
On Manila—
On demand 78 1/4
On Shanghai—
On demand 78 1/2
80 days' sight (private paper) —
On Yokohama—
On demand 78 1/4
Gold Leaf, 100 fine (per tael) —
Sovereigns (Bank's buying rate) 12.97
Silver (per oz.) 19 7/16
Bar Silver in Hong Kong 3 1/2 prem.
Copper Cash Nominal.
Copper Centa 8% prem.
Rate of Native Interest 5% p.a.
Chinese Sub. Coin 23 1/2% dis.
Hong Kong Sub. Coin 7 1/2% dis.

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 8th May, 1930

STOCK	Buy-ers	Sell-ers	Sales	Norm.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1400	1410	...	Dec.	Final 24 s/c 1929	Feb. 24, 30
Chartered Bank	17 1/2	Dec.	Final 7 s/c 1929	Apr. — 30
Mercantile Bk., A.B.N.	30 1/2	Dec.	Final 10 s/c 1929	Apr. — 30
Bank of Asia	100	...	...	Dec.	Final 10 s/c 1929	Apr. — 30
Insurance.						
Canton Ins.	805	...	...	Dec.	Final 27 s/c 1929	Pending
Union Ins.	475	Dec.	Final 10 s/c 1929	Pending
China Underwriters	1 1/2	...	1.60	Dec.	None	...
China Fire Ins.	325	...	...	Dec.	Final 20 s/c 1929	May 24, 30
H. K. Fire Ins.	900	Dec.	Final 10 s/c 1929	Mar. 30, 30
Shipping.						
Douglases	22 1/2	Dec.	Last dividend for 1929	...
H. K. Steamboats	25 1/2	...	...	Dec.	Final 10 s/c 1929	Mar. 4, 30
Indo-China (Pref.)	48	Dec.	Final 10 s/c 1929	June 19, 30
Shell Transports	35 1/2	Dec.	Final 10 s/c 1929	Jan. 6, 30
Union Waterboats	29	...	...	Dec.	Final 10 s/c 1929	Mar. 10, 30
Mining.						
Benguet	6.70	...	...	Dec.	Interim 15 centavos s/c 1929	Apr. — 30
Kailan Mining Ad.	38 1/2	June	Final 10 s/c 1929	Dec. 17, 30
Lianhai (Comb.)	13.60	Oct.	Final div. for year 31-30-29	...
Shai Exploration	1.80	Dec.	None	...
Loans	5.40	Dec.	Last dividend for 1929	...
Rauis	22	Mar.	Second Int. 1/2 s/c year 31-30-29	Mar. 25, 30
Troms Mines	21 1/2	Dec.	Final 10 s/c 1929	Sept. 30, 30
Docks, Wharves, Godowns, &c.						
H. K. & R. Wharves	169	171	...	Dec.	Final 10 s/c 1929	Mar. 13, 30
H. K. & W. Docks	38	Dec.	Last dividend for 1929	...
China Wharves	9/8.10	Dec.	Final 10 s/c 1929	...
Hongkew	260	Dec.	Final 10 s/c 1929	Mar. 31, 30
N. Engineering	Dec.	Final 10 s/c 1929	Feb. 25, 30
Shanghai Docks	125	Apr.	Final 10 s/c 1929	July 27, 30
Cotton Mills.						
Ewo Cottons	18 1/2	Dec.	Final 10 s/c 1929	Mar. 17, 30
Shai Cotton (old)	70	Apr.	Final 10 s/c 1929	...
Shai Cotton (new)	78	Oct.	Final 10 s/c 1929	Nov. 25, 30
Zoong Sings	10	June	Final 10 s/c 1929	Oct. 11, 30
Laundries, Hotels & Buildings.						
H. K. & S. Hotels	18 1/2	Dec.	Final 10 s/c 1929	Apr. 7, 30
H. K. Lands	76	Dec.	Final 10 s/c 1929	Feb. 13, 30
Shanghai Lands	265	Dec.	Final 10 s/c 1929	Mar. 13, 30
Humphreys	14.30	Ex. Div.	Final 10 s/c 1929	May 7, 30
H. K. Realties	10 1/2	Dec.	Final 10 s/c 1929	Mar. 24, 30
Chinese Estates	98	Feb.	Final 10 s/c 1929	June 5, 30
Public Utilities.						
H. K. Tramways	20.40	Dec.	Final 10 s/c 1929	Mar. 13, 30
Peak Tram (old)	11 1/2	Apr.	Final 10 s/c 1929	June 7, 30
Star Ferries	72 1/2	Dec.	Final 10 s/c 1929	Feb. 14, 30
China Light (old)	27 1/2	Dec.	Final 10 s/c 1929	...
H. K. Electric	76	Dec.	Final 10 s/c 1929	Mar. 13, 30
Macao	Dec.	Final 10 s/c 1929	...
Sandakan Lights	3.80	Dec.	Final 10 s/c 1929	...
H. K. Telephone	12 1/2	Dec.	Final 10 s/c 1929	Mar. 13, 30
China Buses	10	Dec.	Final 10 s/c 1929	Feb. 21, 30
S'pore Tractions (Ord.)	10 1/2	Sept.	Final 10 s/c 1929	Feb. 6, 30
Industrials.						
China Sugars	1.90	...	In Liquidation	...
Malayan Sugars	Dec.	Final 10 s/c 1929	April 11, 30
Calds. Marg. Ord.	11 1/2	Dec.	Final 10 s/c 1929	...
Canton Ice	July	None	...
Cement (comb.)	18.10	Dec.	Final 10 s/c 1929	Mar. 19, 30
H. K. Ropes	8.00	Dec.	Final 10 s/c 1929	...
United Asbestos	Final 10 s/c 1929	...
Stores, &c.						
Dairy Farms	26.10	Dec.	Final 10 s/c 1929	Mar. 14, 30
Watsons	11 1/2	Oct.	Final 10 s/c 1929	Mar. 31, 30
Der A Wings	90 a.	...	Final 10 s/c 1929	...
Lanc. Crawfords	8.50	...	Final 10 s/c 1929	...
Mackintosh	19	...	Final 10 s/c 1929	...
Slocerts	12	...	Final 10 s/c 1929	...
Wm. Powells	3.85	Feb.	Final 10 s/c 1929	June 10, 30
Miscellaneous.						
H. K. Amusement	Mar.	Final 10 s/c 1929	July 5, 30
H. K. Constructions	1.40	Dec.	Final 10 s/c 1929	...
B. Ind. O.S. Bonds	Final 10 s/c 1929	...
H. K. Govt. Loans	Final 10 s/c 1929	...

With regard to reports concerning the Aerial Derby, which has not been held since 1923, it may be stated that this year the Royal Aero Club did not even get to the point of suggesting a course and conditions.

She: He's so romantic. Whenever he speaks to me, he says "Fair lady." He: There's nothing romantic about that. He used to be a tram conductor!

DO YOU KNOW that by paying H.K.\$150.00 down and H.K.\$27.00 per month for a limited period you can become the proud owner of a

GENERAL ELECTRIC
ALL-STEEL REFRIGERATOR

The Hong Kong Electric Co., Ltd. Wm. C. Jack & Co., Ltd.
The General Electric Co., Ltd. Andersen Meyer & Co., Ltd.

NOW WHAT IS IT? ALL I DO ALL DAY IS LISTEN TO TROUBLE ABOUT THAT HOUSE WE BUILT. THANK GOODNESS IT'S FINISHED AND TWO VAN LOADS OF FURNITURE ARE ON THE WAY THERE NOW.



GO ON! YOU TALK IT'S YOUR NICKEL.



WHAT?



WHAT'S THE MATTER?

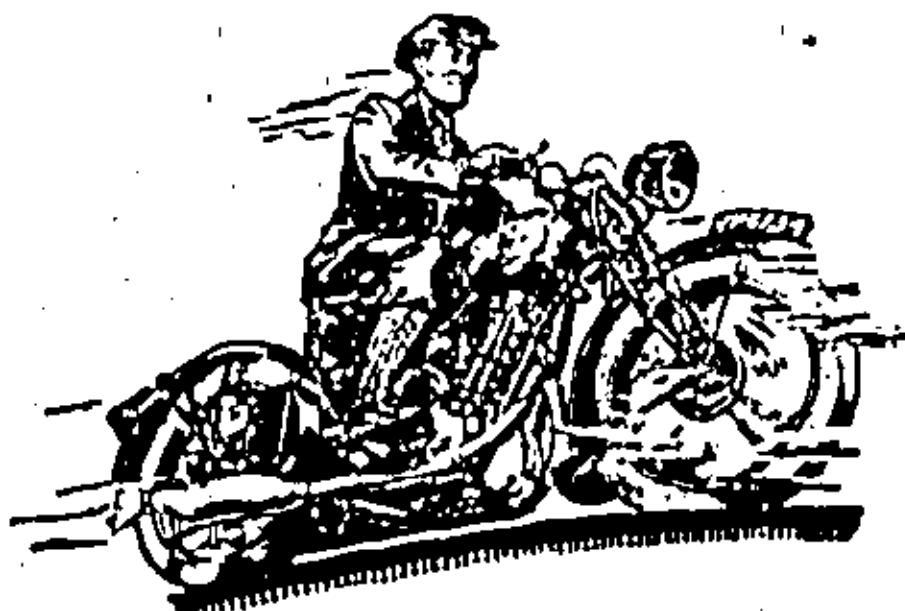


THAT'S A FINE HOUSE WE BUILT ON THE OCEAN. THE TIDE CAME IN AND THE WHOLE FIRST FLOOR OF THE HOUSE IS FULL OF SEA-BASS AND THE TWO VAN LOADS OF FURNITURE SUNK IN THE YARD. THE MEN WANT TO KNOW IF YOU WANT TO GET SOME DIVERS TO LOOK FOR IT.



THE MOTORISTS' PAGE

**Greater Strength—Greater Safety—
Greater Comfort—Greater Value**



**RIDE ON A BACKBONE
OF FORGED STEEL
WHICH CHARACTERISES
1930**

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

BRAKE SIMPLICITY.

A Duo-Servo System

There has recently been developed a two-shoe brake which has a self-energising servo action in both directions of rotation (says Autocar). This is something of an achievement, and it stands to the credit of Bendix-Perrot Brakes, Ltd., who are well known as the producers of the three-shoe brake used on so many American cars. As the latest Duo-Servo brake is now in production at the Westwood Road Works, Witton, Birmingham, and will figure on several high-class British cars in 1930, the following details are of interest.

In the first place, it should be understood that self-energisation must not be confused with servo action, as is often the case. In a non-servo two-shoe brake the front shoe is self-energising when the car moves forwards, because the contact of the shoe with the drum tends to pull the shoe round and so assist in applying it. On the other hand, as regards the rear shoe, the frictional drag, far from assisting, definitely resists the applying force. When the car moves backwards the position is reversed.

In a servo brake the front shoe is not pivoted to the back plate, but hinges on the end of the rear shoe, the other end of which is anchored to the back plate. The front shoe, therefore, is free to move slightly in response to the frictional drag of the drum, and this action in turn applies the rear shoe. It is the front, or primary, self-energising shoe acting on or serving the rear, or secondary, self-energising shoe which constitutes servo action. This was the action in the forward direction only, of the first Perrot two-shoe servo brake.

Duo-Servo Layout.

In the Duo-Servo two-shoe brake the two shoes are linked together by means of a simple adjusting screw with right and left-hand threads. The other ends of the shoes are located by anchor pins fixed in the back plate, but the ends of the shoes have pear-shaped holes which allow the shoes to leave the anchor pins. Between these ends of the shoes is the expansion gear, consisting of a floating link and two trunnion blocks, operated by means of a small crank. The trunnion blocks bear on the ends of the shoes and this method of expanding the shoes, in conjunction with the pear-shaped holes, enables either shoe to be moved independently of the other.

When the brake is off, the two shoes bear on their anchor pins, but when the brake is applied, with the car moving forwards, the front shoe is the primary, the frictional drag carrying it round slightly, so that it leaves the anchor pin free to force itself and the rear shoe against the drum.

The secondary shoe remains in contact with its anchor pin, which takes the braking torque reaction. When the car is moving backwards the rear shoe becomes the primary and leaves its anchor pin, while the front shoe takes the torque reaction.

Adjustment of this brake is particularly simple, for the right and left hand threaded screw which links the two shoes to one another carries a toothed wheel normally locked by a spring plate. Through a slot in the back plate this wheel can be revolved by means of a screw-driver, so that a very fine adjustment is thus obtained. No adjustment is necessary in the brake-operating gear, and in consequence all the levers maintain their predetermined angles.

Many Advantages.

Many advantages are claimed for this brake, and those which appeal to the owner-driver are the simplicity of adjustment, the rapidity with which it can be effected, and the very moderate pedal pressure required to produce powerful braking. Other advantages appeal more perhaps to the manufacturer and to the service department, for as no adjustment is necessary in the brake-operating gear this can be simple, while, as the extra braking forces do not pass through the brake gear, the efficiency of the operating mechanism itself is greater than when the gear has to transmit the servo action to the shoes.

It is possible to use a much larger area of contact with the drum in a floating shoe brake, thereby increasing its life and avoiding the necessity for constant adjustment. Each shoe in the Duo-Servo brake has an arc of contact of 124 degrees.

As the shoes are interchangeable the servicing problem is rendered easier, and when the linings finally need replacement it is intended that the whole shoe should be exchanged for a new one, credit being allowed for the old shoe. Incidentally, the shoes are built up of steel, and all parts are cadmium-plated to protect them from rust. It should also be noted that the only lubrication required is that of the bearing of the spindle carrying the operating link. As regards operating gear, the Bendix lever type front control is recommended, but other types can be used.

AUTOMATIC SPRAGS.

A Novel Invention

We have often advocated the fitting of a sprag to the modern car which would automatically hold it from running backwards on a hill and would thus relieve the driver of the awkward manipulation of clutch, throttle and brakes at present necessary when restarting under such conditions (says the Motor). Certain of the novel transmission systems which have been developed during recent years embody an automatic spragging action of this kind and of these the Milliam free wheel is a notable example; then, again, in America the "Noback" device was brought out a few months ago and has since become standardised on certain models of the Stutz. Consequently, it is interesting to record that considerable progress is being made by a sprag invented by a British engineer which we originally described nearly a year ago and which has since withstood severe tests very successfully.

We tried this device the other day as fitted to a Morris-Oxford car and found it to be very quick and positive in action, not allowing the car to run back more than an inch or so after coming to rest up-hill. Matters are so arranged that the sprag is held in an inoperative position when top, second speed or reserve speed is engaged, but is released in readiness for action when the gear lever is in first speed or neutral. Consequently, when stopping on a hill the driver has only to push the gear lever into neutral in order to prevent running back, and when he subsequently engages first gear the sprag action remains, so making it quite unnecessary to operate the brake. The only reason for making the sprag inoperative on the other gears is that by this expedient the rate of wear of the parts is reduced.

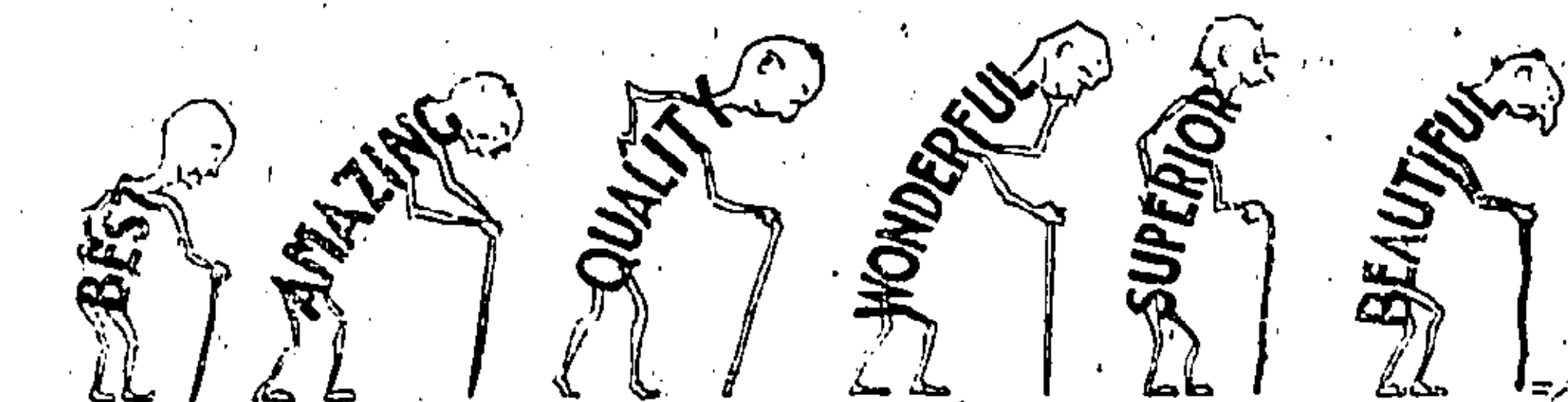
The sprag itself fits behind the gearbox and consists of a toothed wheel mounted on the tail end of the main gear shaft, with which engage four stout pawls. Surrounding the pawls is a control ring which, if moved angularly to a small extent, by a lever, holds the pawls out of action. We ought also to explain that one pair of pawls is offset to the extent of half a tooth, so that the maximum backlash is only half the pitch of the teeth.

The control lever, which determines whether or not the pawls are operative, is actuated automatically by a cam plate sliding in guides and carried forward to the gear lever. The lower end of the gear lever slides in an L-shaped slot in the plate and the ball end of the control lever works in a V-shaped slot. Placing the gear lever in neutral causes the control lever to come into the centre of the V-slot, in which position the pawls are operative; the gear lever can then be moved into the speed notch without affecting the pawls. Moving it into any other position, however, causes the cam plate to slide and the V-slot then operates the control lever and ring in such a way as to raise the pawls.

It is the intention to manufacture this interesting device shortly in a form suitable for easy fitting to Morris-Cowley and Morris-Oxford chassis at a total cost to the owner-driver estimated at a total about 10 guineas. The patent concern is the Motor Safety and Free Gear Co., Ltd., 20 Saville Row, Newcastle-on-Tyne, and the sprag has been named "Selfgo."

**QUICK AND
EFFICIENT
REPAIRS**

FIAT GARAGE
87A, 87B, Des Voeux Rd. C.
Tel. 24631



**We give these feeble
overworked words a rest!**

What is known as an ASSERTIVE ADVERTISEMENT states positively, or claims, or frequently boasts and brags—WITHOUT OFFERING TO PROVE.

Here are a few specimens taken at random from magazines.

"The Most Beautiful Car in the World."

"The Joyous Satisfaction that only — can give."

"Each year, some one appealing motorcar emerges from the throng of commonplace cars and wins world-wide preference. This year, it is the dashing new — Sports Roadster that occupies the spotlight."

As someone has written: "Oh, listen to the buibul!"—which the dictionary tells us is "a red-whiskered bird of the tropics with a loud, raucous voice."

Is it any wonder that the public reads, laughs good-naturedly, disbelieves? Or that, having read, a man turns to his neighbour asking whether such and such a car "is really any good?"

"Self-praise is no recommendation," runs an old proverb.

And so it is with most oil manufacturers — they assert but do not offer to prove.

We tender proof of the truth of the statement that Gargoylle Mobiloil is the most economical and efficient motorcar engine lubricant. Ask for proof — we have tons of it.

Vacuum Oil Company

THE FULL-SIZE PLYMOUTH

now at new low prices

Plymouth is Chrysler's car in the lowest-price field—therefore it is the only car in that field to offer the distinctive engineering advancements and precision craftsmanship which have made Chrysler-built cars world-famous.

Plymouth stands alone among cars of lowest price with internal-expanding 4-wheel hydraulic brakes—weatherproof, self-equalising and permanently positive.

Plymouth stands alone among cars of lowest price with its full-size dimensions throughout—in body, frame, axles, transmission and power plant.

At its new substantially lower prices, Plymouth offers value without parallel in its price class. See the car, drive it. You will be convinced.



PLYMOUTH

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C, Tel. C.2175.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. C. 5544.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. C. 290.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
MILLER ACCESSORIES.—A. Lung & Co., 19 Queen's Rd. C. Tel. C.1216.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.

CHASSIS CARE.

The Lubrication Problem.

The gradual evolution of the modern system of chassis lubrication is really a reflection on human nature. Because of man's essential idleness, all sorts of kinds of ingenious little mechanisms have to be evolved and fitted to cars in order to do his work.

The original form of chassis lubrication was extremely and severely simple. Where a minor bearing for, say, a countershaft, a brake rod, or a part of the steering gear existed, someone drilled a hole through the surrounding metal into the bush and countersunk the hole. No more than half an hour's work, as a rule, was sufficient for the chassis to receive its proper amount of lubricant. But—and this was the trying part—the owner of the car had to spend a great deal of time lying on his back underneath it, poking the long spot of an oil can into small and inaccessible places. It was not long before each countersunk hole received its due coating of dust stuck together by congealed oil, wherefore the manufacturer next used a small lubricator with a lid and an advanced one step.

Since oil very speedily ran from the early types of bearings, grease had to be substituted. For this the screw-down cap naturally followed; but whatever method was adopted, there remained one difficulty. The lubricators which came easily to hand received, if anything, too much oil, while those bearings which presented any difficulty in being reached received very little, some running dry until such time as a variety of noises heralded the day when a somewhat expensive repair bill had to be faced. Gradually but firmly it was borne in upon designers that the average owner disliked going round his car with an oil can only a shade less than he disliked the comparatively messy business of attempting to fill grease cups which steadfastly refused to be filled.

Then the problem was tackled in another way, and after special tins which made it relatively easy for anybody possessing a juggler's ability to fill grease cups had been tried, the cup was removed, a nipple took its place, and a single high-pressure grease or oil gun was supplied with the car. This idea was at first heralded with great joy, but subsequently proved just as likely to be neglected; for if a man will not use a grease or oil gun of what value is an elaborate form of nipple?

Nowadays matters have advanced considerably farther, and at present there are signs that the chassis lubrication problem is being tackled from two distinct points of view, both being very sensible. In one system all the bearings are automatically supplied with oil; in the other, the bearings either are made to do without one or are packed so that they do not require fresh lubricant more frequently than perhaps every twelve months.

Automatic Lubrication.

Automatic chassis lubrication is directly evolved from the grease gun; it dates from the day, in fact, when some genius thought that if the gun were made really big and were fixed to a part of the chassis, grease or oil squirted from it could be led by pipes to the bearings, thus reducing almost to a minimum the amount of manual work required.

Of course, the easier became the process of chassis lubrication, the greater the grumble of the owner of the car, as he then pointed out that the fixed gun was all very well in its way, but it soon emptied itself, and then he was required to undertake the messy job of refilling it.

That led to another clever idea the Tecalemit system. It reduces the exertion involved in chassis lubrication to mere pressure on a button. The driver presses a button which connects the top of a special cylinder with the inlet pipe of the engine, and the depression in the inlet pipe operates a plunger in that cylinder. In its turn the movement of the plunger sucks oil from the base chamber of the engine and delivers it through a number of pipes to the various bearings, and the oil thus extracted from the base chamber is replaced when next the pump is filled. The oil, having been in circulation, is warm, and therefore flows freely from the small pipes attached to the auxiliary cylinder.

Since there are some bearings which need more oil than others, an ingenious baffle is introduced in the shape of a small portion of circular rod, having a coarse screw thread cut on its exterior when plenty of oil is to be supplied, and a fine screw thread for a lesser oil feed. The oil passes round these threads on its way to the bearing. Possibly some bearings may be over-lubricated with this system, and some may not receive their full supply, but, at all events, a little reaches all of them, and that is as near the ideal as one can possibly hope for in the present state of chassis evolution.

The necessary oil may not be drained direct from the crank case; a small auxiliary tank can be used instead, in which case, of course, the owner of the car has to fill the tank at intervals.

The Stutz system, which is interesting for purposes of comparison, differs really only in detail, a valve being operated by hand through a trigger placed on the engine side of the dashboard, the valve allowing crank case oil to flow to the chassis bearings whenever required. To lubricate the chassis, therefore, the engine is kept running slowly, the bonnet is raised, the trigger operated, and the operation proceeds.

Rubber For Bearings.

A device known as the Silentbloc can be used at dozens of different points which normally have a bush requiring lubrication. The term Silentbloc does not really explain the nature of the device. Briefly, it consists of a thick ring of rubber which is forced on to a steel bush, a steel sleeve being forced on to the outside of the rubber ring; sufficient pressure is used to make certain that neither the bush nor the external sleeve can move relative to the rubber. It is obvious, to take a single example, that if the external sleeve were fixed tightly to the end of a leaf spring, and if what is usually the shackle bolt were passed through the inner bush to clamp such a bush firmly to a bracket or to a dumb iron, then the spring can only move by flexing the rubber, in which circumstances it will require no lubrication. The adoption of this device means, in fact, that the bearing concerned ceases to need any lubrication.

There is another method of tackling this important problem. Instead of bushes, large ball or roller races can be used, and can be relied upon to give a year's wear with one

packing of lubricant. They will only need to be repacked with lubricant, therefore, when the car is looked over at the end of a year's use. This arrangement does not entirely delete the necessity for lubrication, but very nearly does so.

These examples should serve as proof that within the next few years people will wonder what was meant when we of this period talk about the "difficulties of chassis lubrication." Those who consider that every car should instantly be produced with some form of automatic lubrication for its minor bearings must remember that every feature added to a car costs money. The pipes, nipples and extra mechanism of the single-shot lubrication scheme, equally with the parts of the automatic lubrication scheme, add a considerable sum to production charges. Roller or ball bearings are expensive, and even the use of the rubber system may make a component cost considerably more than it did before.

Such cost has to be borne by someone, and the someone will be either the purchaser or the manufacturer. If it is the purchaser, well and good, but the demand today is strong for less expensive cars. If it is the maker who stands the increase, then some method of saving an equivalent sum in the manufacture of the car has to be thought out and brought into effective operation.

In the long run a complete system of chassis lubrication will probably pay for itself. But to many purchasers the first cost is all important, and devices to convert existing cars are not very easy to design.



One of the pupils at the first glider school in America at the controls of his motorless craft as he is towed by an automobile at Los Angeles. According to Albert E. Hastings, head of the school and an expert glider, it takes very little ground training to equip the student for his first venture in the air.

UPSIDE DOWN.

Assembling of de Soto Chassis.

Assembling the chassis upside-down in order to obtain a better quality of workmanship is one of the interesting phases of automobile building found at the De Soto plant in Detroit.

More than twenty-five assemblies are mounted on the chassis before it is turned right side up on the production line. The chassis starts down the line in an upside-down position and remains so almost until the moment arrives for installing the engine, when a special apparatus picks it up and deftly turns it over.

It has been found in developing the assembly layout that the men do better work, because the chassis is in a far more accessible position for them while these assemblies are mounted if the chassis is kept on its back.

The units that are mounted on the De Soto chassis while it is turned skyward include many important parts. They are the rubber shackle mountings; the gas tank and the gas line; the battery cradle; the rubber axle bumpers; running-board brackets; shock absorbers; battery ground connection; the rod pans that protect the

engine from dust and water from the road; the front springs; front axle assembly, which includes the tie-rod, steering knuckles, steering arms and front wheel hydraulic brake assemblies; the rear axle assembly, which takes in the differential gears and the rear wheel brake assemblies; the hydraulic brake fluid tubes; the drag link; exhaust pipe, muffler and tail pipe; propeller shaft.

Thus, before the chassis starts down the long final assembly line in its normal upright position it has been assembled quite completely as far as the lower units are concerned. The units named above are mounted on the chassis on a short assembly chain which is independent of the main assembly line. The chassis is turned over while being passed from this short line to the beginning of the main assembly line, which happens to be the longest straight assembly line in the world, measuring 1892 feet in length.

This assembly line is outstanding in the care that is taken in putting the parts together expertly, so that the De Soto owner may never know the petty annoyances that sometimes arise from loosened parts. The large number of units put on before the chassis is turned over is an example of where precedent is broken in order to secure the best possible results.



CAR COMFORT.

Pneumatic Upholstery an Asset.

During the past few years pneumatic upholstery has grown immensely in public favour; now there has been introduced a very interesting type which is calculated to make this kind of upholstery even more popular in view of the very fine riding comfort which it provides. Such is it, in fact, that although the car in which we tested the new cushions and squabs was an old one and none too well sprung, it could be driven over kerbs and very rough stretches of road without the passengers experiencing any of the usual jolts, and bumps (says the Motor). They remained practically stationary, all the jerks being absorbed actually in the cushion. We can say that this new upholstery is one of the most comfortable types on which we have ever ridden; moreover, it yields to the contour of the body in an extraordinary fashion.

The great feature is, however, that whilst it "gives" to the load the design is such that the passenger does not "bottom" but remains literally supported on a commodious pocket of air at all times, extending from the base of the spine, under the thighs to the knees. The pocket has practically the same internal air pressure throughout. By this we infer that the air is not driven almost completely from one section carrying the major portion of the load to a part not so heavily laden.

This is obtained in a very ingenious but really quite simple manner. The upholstery, which is known as the Paxon, is a product of Paxon, Ltd., of 186, Blythe Road, Hammersmith, London, W.14. The external appearance of a cushion or squab is to all intents and purposes the same as that of the ordinary sprung type. There is no sag or looseness whatever but it has an even contour giving a neat and finished appearance. The external covering which is of leather or a similar non-extensible material, houses a pneumatic cushion which in the case of the bucket seat is divided into three compartments by two non-extensible rib or reeds. These do not run quite the full width of the cushion, so that the compartments can communicate with each other readily.

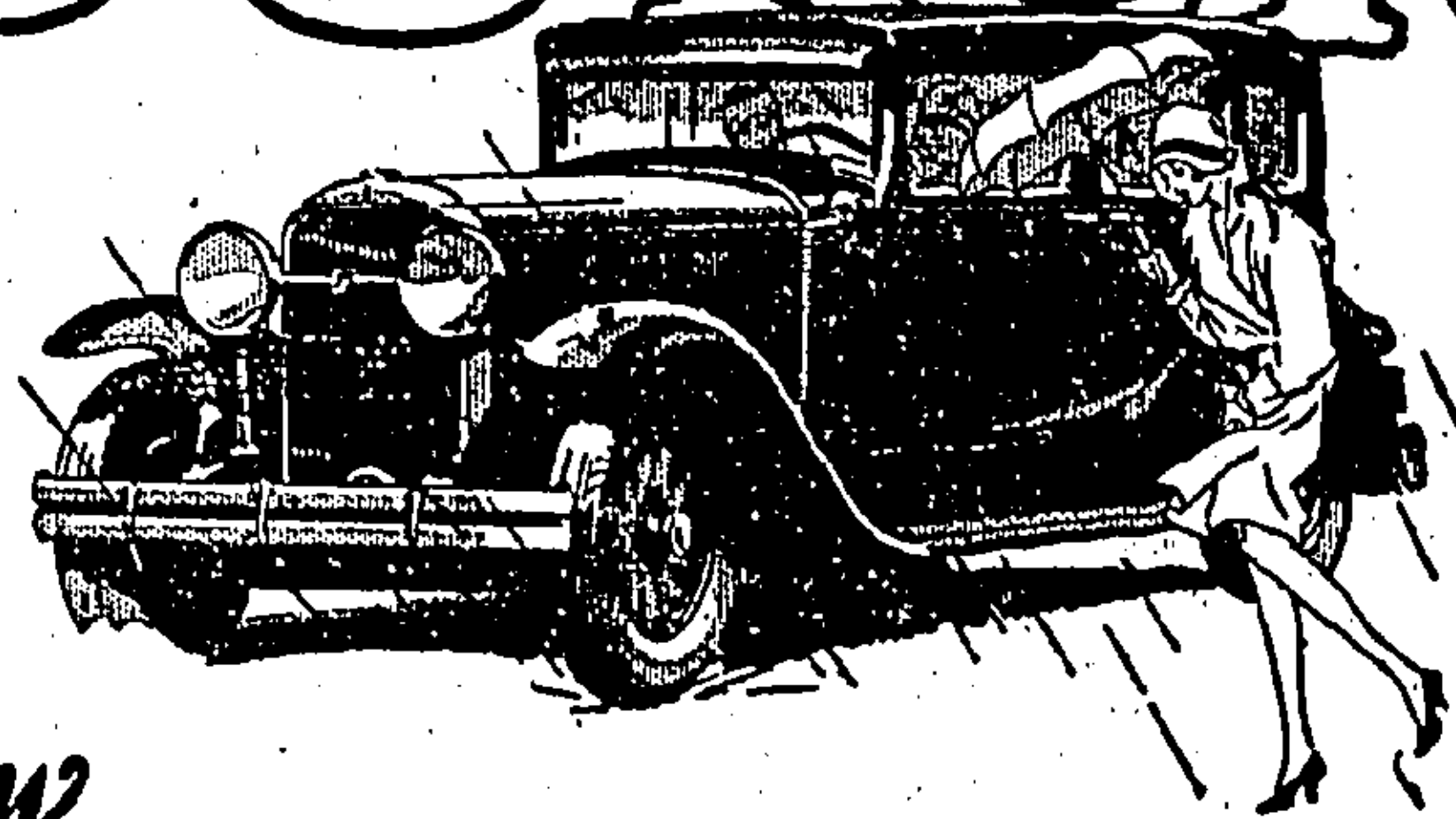
It is the method of supporting the air-pocket, however, which enables such excellent riding comfort to be obtained apart from the actual shape and construction. It is carried in a bottomless frame, the inner sides of which taper at an angle of 45 degrees. Across this is stretched two 3in. wide rubber strips (in the case of the bucket seat) which give to a certain extent to the load, but the spaces between allow for the cushion to expand between them and below. The angle of the frame sides provides a sliding action. Naturally one has to allow, say, two or three inches preferably below the level of the rubber cross-members, but there are few cars in which this would not be practicable.

What happens is that when the load of the passenger is increased, as it were, as the car jolts owing to road irregularities, the cushion expands underneath and the return shock is absorbed very slowly indeed. We witnessed some interesting tests in connection with one of the Paxon cushions. The valve was connected with a special pressure gauge and showed a normal pressure of one half-pound per square inch; when the demonstrator sat upon it, his weight being about 14 stone, the pressure increased to one pound per square inch, and this did not increase by more than about one-sixteenth pound when the cushion and load were subjected to a series of jerks comparable to those experienced in the normal course of driving.

The cushion for a single-width seat is of slightly different construction, but the effect is the same. The squabs made in this way also give a very high degree of comfort for they actually give and follow the contour of the back, filling up the space which usually exists between the small of the back and the upholstery.



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braking effort. They reveal unmatched responsiveness to the slightest pedal pressure. And they are so perfectly controlled that "grabbing" is entirely unknown! When you apply these brakes, you obtain the most positive, as well as the smoothest and most silent action you have ever experienced in any automobile! Drive the new Buick! Test not only its matchless new brakes but its brilliant all-round performance, riding comfort and driving ease—all of which combine to establish the new Buick as the greatest value ever offered in the fine car field!

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THE MODERN MIDAS.

A Philosopher on Motorists.

Mr. C. E. M. Joad, the lecturer and writer, speaking in connection with the Beautiful England campaign at the Guildhouse, Eccleston Square, London, said that they should endeavour to force upon the Government the Rural Amenities Bill and the Access to Mountains and Moorlands Bill. He declared:

Until recent years the motorist wished to see nothing.

To-day, however, the motorist had discovered a belated taste for beauty, and went in search of the countryside. Unfortunately it receded at his approach. Country public-houses became third-rate motoring hotels, country lanes broke out into petrol pumps and advertisements.

Thus the motorist was the modern Midas. Whatever he touched turned to tin and brass!

It would be said of this generation that it found England a land of beauty and left it a land of beauty spots.

Assuming that the present tendencies continued, what would be the future of the country? He thought that the country would be covered by a network of roads, upon which thousands of cars would be welded together in a solid inextensible jam.

It should be made a penal offence for motorists to leave the roads, or for landowners to put up barbed wire fences. The immediate segregation of large areas of remaining country as national parks should be demanded.



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Thursday, May 8, 1930.
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HONG KONG, THURSDAY, MAY 8, 1930.

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INWARD SERVICE.

"PIEMUS" Due 12th May For Shanghai, Kobe & Yokohama.
"ACHILLES" Due 17th May For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From FRIDAY, MAY 9.

Shanghai Kashgar
Straits Lahore
U.S.A. (Seattle April 19) Japan & Shanghai President Jackson
Europe via Suez (Letters & Papers, London, April 10 and Parcels April 3) Khiva
SUNDAY, MAY 11.

Straits Talamba
Amoy & Shanghai Tjikarang
TUESDAY, MAY 13.

Batavia Tjibadak
Australia and Manila Tai Ping
Straits Alipore

OUTWARD MAILS

For THURSDAY, MAY 8.

Samshui & Wuchow Sanning 4 p.m.
Manila Empress of Canada 5 p.m.
Saigon Mao Lee 5 p.m.

FRIDAY, MAY 9.

Haiphong Ning Po 8.30 a.m.
Amoy Yuensang 8.30 a.m.
Saigon Venezia-L. 10.30 a.m.
Straits and Calcutta Takliwa

Swatow, Amoy and Foochow Letters 1 p.m.
Haiphong Halching 1 p.m.
Manila Canton 1.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, & Europe via Marseilles Malayan Prince 2.30 p.m.

Kashgar (Due Marseilles, June 7)
K.P.O. May 9, 4.30 p.m. G.P.O. May 9, 5 p.m.
Registration May 10, 9 a.m. Letters May 10, 9.45 a.m.
Letters May 10, 10.30 a.m.

SATURDAY, MAY 10.

Holhow, Pakhoi & Haiphong Kanchow 9.30 a.m.
Shanghai, Japan & Europe via Siberia Khiva 10 a.m.
Japan Tyndareus 10 a.m.

Shanghai, Japan, Honolulu and San Francisco
Tatso Maru (Due San Francisco, June 4 and Europe via Siberia.)
Registration May 10, 4.15 p.m.
Letters May 10, 5 p.m.
Clara Jensen 4.30 p.m.

Saigon
Superscribed correspondence only.

SIR ROGER KEYES.

APPOINTED ADMIRAL OF THE FLEET.

OFFICIAL INTIMATION.

London, Yesterday. The Admiralty announces that Admiral of the Fleet Sir S. A. Gough-Calthorpe has retired, and Admiral Sir Rogers Keyes



Sir R. Keyes.

has been promoted Admiral of the Fleet. Vice-Admiral Sir A. A. M. Duff has been promoted Admiral.

Reuter. [Admiral Sir Roger Keyes, R.N., D.S.O., won fame through his command of the operations against Zeebrugge and Ostend, and also as Acting Vice-Admiral in command of the Dover Patrol. He is 68.]

A CONTRACTOR DUPED?

A report of alleged fraud was made to the Police yesterday by Kwong Chung, master of the Yuen Hing plumbing contractor's firm, of 644 Shanghai Street. He stated that in December, 1929,

LATE MR. LEE HYSAN'S ESTATE.

EXECUTRIX SUES DEBTOR FOR \$6,000.

A TECHNICAL ERROR.

In the Supreme Court this morning before Sir Joseph Kemp, K.C., Wong Lam-fong, executrix of the will of the late Mr. Lee Hysan, sought to recover the sum of \$6,000 from Lai Pak-hoi.

Plaintiff was represented by Mr. F. C. Jenkin, instructed by Messrs. Wilkinson and Grist, but the defendant was not present.

The money was said to have been lent to the defendant by the late Mr. Lee Hysan.

As Mr. Jenkin proceeded to give particulars of the claim, His Lordship discovered that there was an error in the summons, in regard to the returning date. The bailiff, Mr. W. H. C. Bouchier, was called to give an explanation to Mr. Jenkin. After conversing with counsel, it was decided that the case could not be gone on with.

The case was accordingly adjourned sine die, and in the meantime a fresh writ will be served.

he contracted with Lee Wing-ho, who was introduced to him by Mok Kam-shuen, to install water pipes in some new houses, Nos. 490 to 500 Shanghai Street. The price for the work was agreed on at \$396, and in January Kwong received \$100 from Lee on account.

The work having been completed, Kwong called on Lee at 14, Tsung Sau Street, West, yesterday, to collect the balance of \$296 due to him on the job. To his surprise, Lee produced a receipt made in his (Kwong's) name, and told him that he had paid the balance to Mok on January 22, on production of the receipt purporting to have been signed by Kwong. Mok is alleged to have disappeared.

NAVAL CONFERENCE IGNORED?

ITALY'S PROGRAMME FOR 29 WARSHIPS.

BRITISH NAVAL PLANS.

London, Yesterday. In the House of Commons, asked whether his attention had been called to Italy's new naval programme to build 29 warships, Mr.



Mr. A. V. Alexander.

A. V. Alexander, First Lord, replied that the Admiralty was aware of the proposed Italian programme. It was usual for a country's naval requirements to be considered every Spring, so there was nothing unusual in the announcement.

The intimation of this programme was not specially given at the London Naval Conference. Our own programme was under consideration, but he was unable to say what it would be.—Reuter.

TIED OF LIFE?

Two cases of alleged attempt to commit suicide occupied the attention of the Police yesterday afternoon. A woman was concerned in each case.

The first was Chiu Man-ying (22), married, staying in room 48 at the Tai Ting boarding house, Connaught Road Central. She was found unconscious in her room yesterday afternoon suffering from opium poisoning, alleged to have been self-administered. The manager of the boarding house summoned the Police, who removed her to the Government Civil Hospital. The woman's condition is not considered serious.

The other would-be suicide was Chan Siu (45), married, of 18, Kwei Heung Street, second floor, West Point. She was alleged to have jumped into the harbour from the seawall in Connaught Road, near the Tung On wharf. Rescue was effected by a boatman named Chan Kau, and Chinese Revenue Officer Wong-Kan. The Police took her to the Government Civil Hospital suffering from the effects of immersion. Her life is not in danger.



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